

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of Golf Manor **CODE #** 061-30786

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE:** 9/12/06

CONTACT: Wane Creager **PHONE #** 513/531-7418

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: 513/531-4404 **E-MAIL:**

PROJECT NAME: Graceland Avenue Reconstruction Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District

(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 500,000
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,100,000 **FUNDING REQUESTED:** \$ 500,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

Grant: \$**LOAN ASSISTANCE:**

SCIP LOAN: \$ **RATE:** % **TERM:** yrs.

RLP LOAN: \$ **RATE:** % **TERM:** yrs.

(Check Only 1)

☐ State Capital Improvement Program☐ Small Government Program☐ Local Transportation Improvements Program**FOR OPWC USE ONLY****PROJECT NUMBER:** C / C**Local Participation** %**OPWC Participation** %**Project Release Date:****OPWC Approval:****APPROVED FUNDING:** \$**Loan Interest Rate:** %**Loan Term:** years**Maturity Date:****Date Approved:****SCIP Loan** **RLP Loan**

006 SEP 15 PM 2:41 PM
 OFFICE OF NEW BURLINGTON
 COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

	TOTAL DOLLARS	Force Account Dollars
a.) Basic Engineering Services:	\$ 1,100,000	\$
Preliminary Design	\$ - 0 -	
Final Design	\$ - 0 -	
Bidding	\$ - 0 -	
Construction Phase	\$ - 0 -	
Additional Engineering Services		
*Identify services and costs below.	\$ - 0 -	\$
b.) Acquisition Expenses:		
Land and/or Right of Way	\$ - 0 -	\$
c.) Construction Costs:	\$ 1,045,000	\$
d.) Equipment Purchased Directly:	\$ - 0 -	
e.) Permits, Advertising, Legal:	\$ - 0 -	
(Or Interest Costs for Loan Assistance Applications Only)		
f.) Construction Contingencies:	\$ 55,000	
g.) TOTAL ESTIMATED COSTS:	\$ 1,100,000	

*List Additional Engineering Services here:

Service:

Cost:

None

None

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ - 0 -	
b.) Local Revenues	\$ 500,000	45%
c.) Other Public Revenues		
ODOT	\$	
Rural Development	\$	
OEPA	\$	
OWDA	\$	
CDBG	\$	
OTHER <u> MRF </u>	\$ 100,000	10%
SUBTOTAL LOCAL RESOURCES:	\$ 600,000	55%
d.) OPWC Funds		
1. Grant	\$ 500,000	45%
2. Loan	\$	
3. Loan Assistance	\$	
SUBTOTAL OPWC FUNDS:	\$ 500,000	
e.) TOTAL FINANCIAL RESOURCES:	\$ 1,100,000	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

- ☐ Traditional
- ☐ Local Planning Agency (LPA)
- ☐ State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Graceland Avenue Reconstruction Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Graceland Avenue between the Corporation Line on the South to Losantiville Road on the North (approx. 3000 LF)

PROJECT ZIP CODE: 45237

B: PROJECT COMPONENTS:

Remove existing concrete pavement, curb and gutter and replace with concrete curb and gutter and full depth asphalt pavement

C: PHYSICAL DIMENSIONS:

Existing/proposed pavement is 25'B/B curb in width and 3000 LF in length

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The current and proposed service capacity will remain the same

Road or Bridge: Current ADT	2018	Year	2006
Projected ADT	2018	Year	2010

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 1,100,000
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ - 0 -

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	8/06	12/06
4.2 Bid Advertisement and Award:	5/01/07	7/10/07
4.3 Construction:	7/30/07	10/30/07
4.4 Right-of-Way/Land Acquisition:	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	Alan Zaffiro
	TITLE	Mayor
	STREET	6450 Wiehe Road
	CITY/ZIP	Golf Manor, Ohio 45237
	PHONE	513/531-7418
	FAX	513/531-4407
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	Greg Doering
	TITLE	Clerk/Treasurer
	STREET	6450 Wiehe Road
	CITY/ZIP	Golf Manor, Ohio 45237
	PHONE	513/531-7418
	FAX	513/531-4407
	E-MAIL	
5.3	PROJECT MANAGER	Wane Creager
	TITLE	Service Director
	STREET	6450 Wiehe Road
	CITY/ZIP	Golf Manor, Ohio 45237
	PHONE	513/531-7418
	FAX	513/531-4407
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks ☐ below that each item listed is attached.

- ☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ N/A A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ N/A Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☒ Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Alan Zaffiro, Mayor

Certifying Representative (Type or Print Name and Title)

☒ Alan Zaffiro 9-11-06

Original Signature/Date Signed

J. T. KING & CO. INC.
CIVIL ENGINEERS-LAND SURVEYORS
9200 Montgomery Road, Suite 21-B
Cincinnati, Ohio 45242-7714
Telephone (513) 793-7667

September 7, 2006

Mr. Wane Creager
Service Director
6450 Wiehe Road
Golf Manor, OH 45237

Subj: Statement of Useful Life-Graceland Avenue

Ref: Issue II-2007 Application

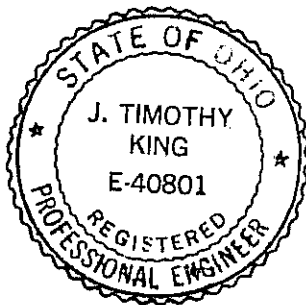
Project No.: 06006-E

Dear Mr. Creager:

I hereby certify that the proposed reconstruction of Graceland Avenue in the Village of Golf Manor will exceed a twenty (20) year useful life.

Should you have any questions regarding this matter, please feel free to contact me at your convenience.

Thank you.



Sincerely,

J. T. KING & CO. INC.

A handwritten signature in black ink, appearing to read "J. Timothy King", written over the printed name.

J. Timothy King, PE-PS
Village Engineer
For the Village of Golf Manor

JTK/cr

File: CREAGER, WANE.LTR

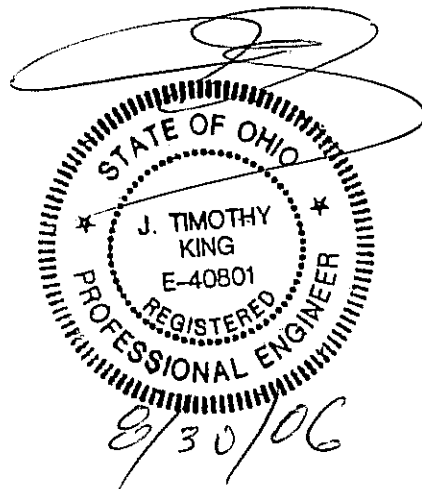
GRACELAND

VILLAGE OF GOLF MANOR

CAPITAL IMPROVEMENT PROJECT

PRELIMINARY ENGINEER' ESTIMATE

ITEM NO.	DESCRIPTION	UNIT	EST. QUAN.	UNIT MATL.	COST (\$)		TOTAL COST(\$)
					LABOR	TOTAL	
202	CURB & PAVEMENT REMOVAL	SY	8330			15.00	124,950.00
404	ASPHALT WEARING COURSE 100% CRUSHED 2"	CY	425			125.00	53,125.00
301	BITUMINOUS AGGREGATE BASE 8"	CY	1,700			100.00	170,000.00
304	AGGREGATE BASE (8")	CY	1,850			60.00	111,000.00
609	CURB, CONCRETE ROLL	LF	6000			50.00	300,000.00
604	MANHOLE ADJUSTED TO GRADE WITH SHIM RINGS-SANITARY	EA	8			250.00	2,000.00
604	MANHOLE ADJUSTED TO GRADE WITH BRICK & MORTAR OR PRECAST RING-SANITARY	EA	2			500.00	1,000.00
604	MANHOLE, STORM SEWER ADJ	EA	5			500.00	2,500.00
604	CATCH BASIN ADJUSTED TO GRADE	EA	12			750.00	9,000.00
452	DRIVE APRON, CONCRETE REMOVE & REPLACE	SF	2400			25.00	60,000.00
608	WALK, CONCRETE, 5 INCH HANDICAP RAMPS AT INTERSECTION	SF	3500			30.00	105,000.00
653	TOPSOIL FURNISHED AND PLACED	CY	50			50.00	2,500.00
659	SEEDING AND MULCHING	SY	300			2.50	750.00
614	MAINTAINING TRAFFIC	LS	1			15,000.00	15,000.00



SUBTOTAL	956,825.00
CONTINGENCY @ 15%	143,523.75
TOTAL	<u>\$1,100,348.75</u>

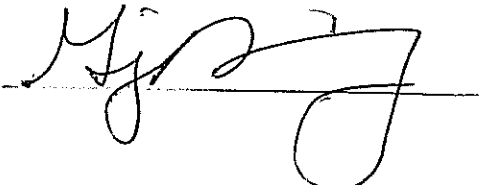
Village of Golf Manor

6450 Wiehe Road
Cincinnati, Ohio 45237-4216

Memo

To: District #2 Integrating Committee

From: Gregory J. Doering, Chief Financial Officer



CC: Wane Creager, Service Director

Date: September 11, 2006

Re: Payment of Local Match

The Village of Golf Manor has set aside the amount of \$500,000.00 for the Graceland Avenue Re-construction Project. These funds can be disbursed when needed.

Service Director
(513) 531-7418

Clerk Office
(513) 531-7491

Building Dept.
(513) 531-9941

Tax Dept.
(513) 531-5155

Chief of Police
(513) 531-7418

Police Business
(513) 531-3108

Fire Business
(513) 531-2022

Village Fax (513) 531-3129

Fire/EMS Emergency 911

ORDINANCE NO. 2006 - 8

ORDINANCE AUTHORIZING APPLICATION AND CONTRACTING
WITH OHIO PUBLIC WORKS COMMISSION
AND DECLARING AN EMERGENCY

WHEREAS, Golf Manor does desire to make application for State Issue II funding for roadways and capital improvements within the Village of Golf Manor; and

WHEREAS, the program for State Issue II Funding Applications requires a designated official for applications and contract execution.

NOW THEREFORE, Be It Ordained by the Council of the Village of Golf Manor, Hamilton County, Ohio that:

SECTION I

Council hereby authorizes the Mayor to enter into a project agreement with the Ohio Public Works Commission for any grants which may be received from Issue II funding.

SECTION II

Council hereby authorizes Wane Creager to make application on behalf of the Village of Golf Manor for DPWIC and OPWC funding, and for all applications he shall be noted as the designated official to submit, amend and review such applications.

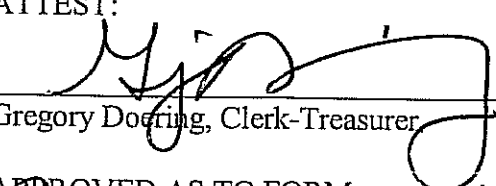
As the deadline for submitting such funding request is before the date such legislation normally would be enacted, this Ordinance is hereby declared to be an emergency necessary to the public health, safety and welfare to make application to secure such Issue II funding. As a result, this Ordinance shall take effect immediately upon its passage.

PASSED this 11 day of September, 2006.



Mayor Alan D. Zaffiro

ATTEST:



Gregory Doering, Clerk-Treasurer

APPROVED AS TO FORM:



Terrence M. Donnellon, Solicitor

HAMILTON COUNTY ENGINEER'S OFFICE

PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2007

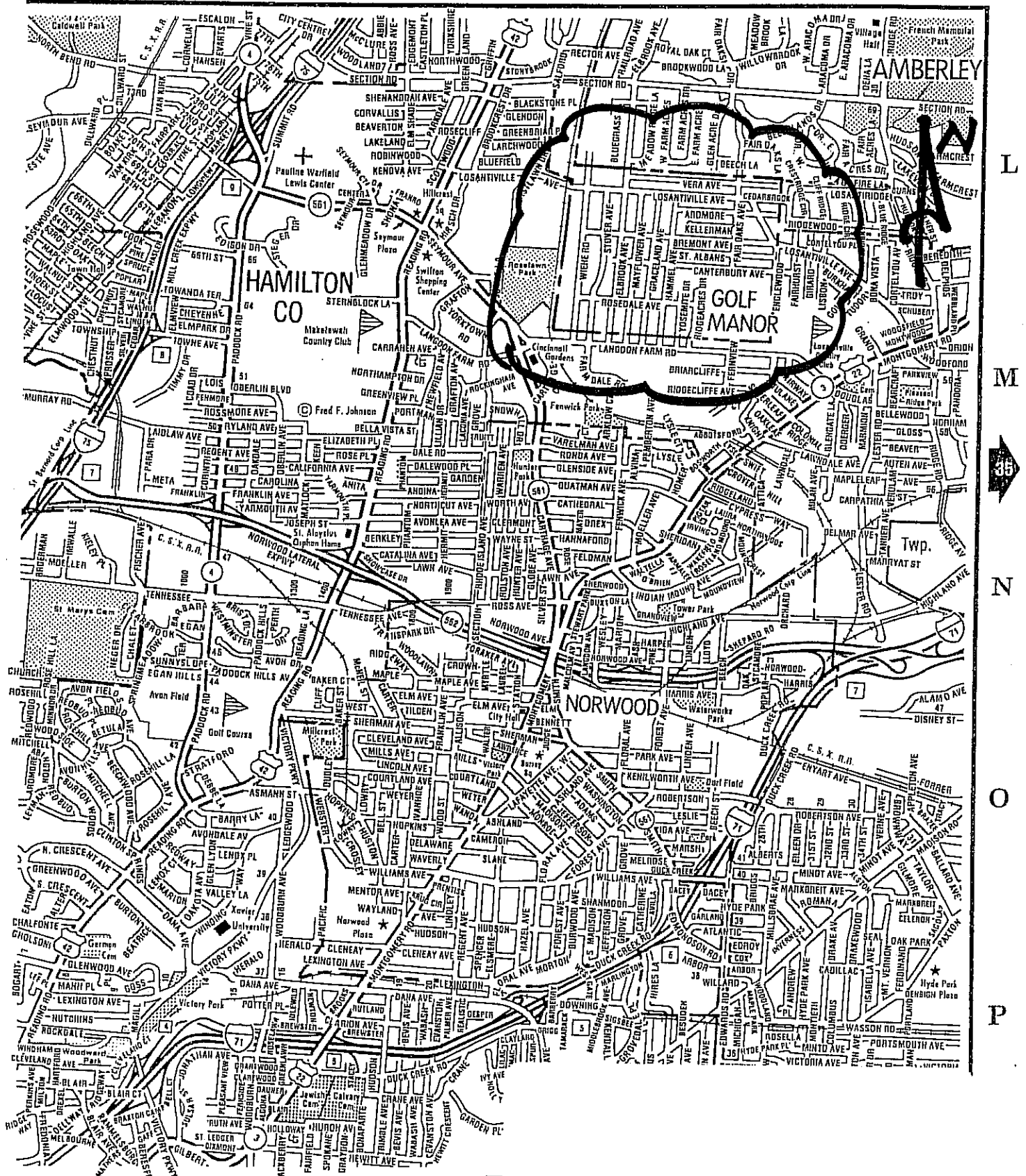
INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 p.m., Friday, September 1, 2006.

1. Municipality Golf Manor
2. Road Name Graceland
3. Project Limits From Corp. Limit North to Losantiville Road
(Please give a "from - to" limit if possible.)
4. Project Priority Highest - Critical
5. Present Roadway Data: (Answer all that apply)
 - a. Pavement Width 25 b. R/W Width 50 c. Curb Type Integral Roll Conc.
 - d. Type Surface Asph e. Type Base Conc f. Shoulder Type N/A
 - g. Shoulder Width N/A h. Year Last Resurfaced 1982
6. Present condition of project area: List deficiencies & reasons for improvement.
 Pavement and curb in extremely deteriorated and damaged condition. Roadway used as City bus route for over ten (10) years. Pavement severely damaged. Existing concrete pavement is over 50 years old.
7. Project description or statement of work to be done: Include width and type of new pavement and other project particulars.
 Remove and reconstruct entire curb and pavement for over 3000 feet 25 feet back to back of curbs. Replace with roll concrete curbed full depth heavy duty asphalt pavement section.
8. Traffic Data: a. Present Volume _____ b. Date of Count _____
9. Cost Estimate:
 When engineering plans are necessary, list the following costs:

a. Preparation of preliminary plans & estimate, etc.	\$ <u>65,000.00</u>	(Completed)
b. Preparation of final plans & estimate, etc.	\$ <u>12,000.00</u>	(Partially Complete)
c. Construction Cost Estimate	\$ <u>1,100,000.00</u>	
d. Other Costs (Specify) <u>None</u>	\$ <u>- 0 -</u>	
TOTAL AMOUNT OF MRF FUNDS APPLIED FOR		= \$ <u>100,000.00</u>
10. Estimated date construction can be started after approval Spring 2007
11. Estimated date construction can be started if not funded 100% from MRF Spring 2007
12. Are the MRF funds to be used as matching funds for SCIP/LTIP? Yes No
 If yes, what percentage of the project cost? 10
13. Cost Estimate Prepared by: J. Timothy King, PE-PS Date: 8/28/06
14. Application Prepared by: J. Timothy King, PE-PS Date: 8/28/06

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

2006 AUG 30 PM 02

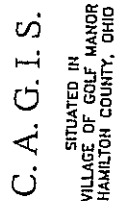


VICINITY MAP
GRACELAND AVENUE
VILLAGE OF GOLF MANOR



PROJECT

LOCATION MAP
GRACELAND AVENUE
VILLAGE OF GOLF MANOR



SHEET 1 OF 2

J. T. KING & CO., INC.
CIVIL ENGINEERS - LAND SURVEYORS
8000 NORTHWEST HAWK - SUITE 210

CONFIDENTIAL CODE 42213
 REFERENCE (S) YES-4477 PAGES 13-17 YES-4477

VILLAGE OF EUREKA, CALIF.

MANIC

01/10

DATE	05/24/2018
DOB NAME	M/A

FILE NO.	100-100000-100000
DATE	10-10-10

Work Item	Progress	Issues	Comments
1. Design Review	100%	0	Completed
2. Development	80%	2	In Progress
3. Testing	20%	1	Planned
4. Deployment	0%	0	Planned

Project



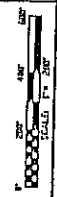
C. A. G. I. S.

SITUATED IN
VILLAGE OF GOLF MANOR
HAMILTON COUNTY, OHIO

SHEET 2 OF 2
J. T. KING & CO., INC.
CIVIL ENGINEERS - LAND SURVEYORS
1000 WESTERN BLVD. - SUITE 200
CINCINNATI, OHIO 45219
TELEPHONE (513) 763-1100 FAX (513) 763-1101

VILLAGE OF GOLF MANOR

APPROVED BY	DATE	DATE	DATE
BY	DATE	DATE	DATE
DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE




Village of Golf Manor

6450 Wiehe Road
Cincinnati, Ohio 45237-4216

Memo

To: District #2, Integrating Committee

From: Wane Creager, Service Director



Cc: Tim King, Engineer

Date: September 11, 2006

Re: Bus Route (Graceland Avenue)

Graceland Avenue has been used for years as a Metro bus route serving approximately 100 passengers boarding or departing Metro coaches in Golf Manor on a typical weekday. Recently due to the deterioration of the streets infrastructure and the hazards that it was be producing, the Metro bus route was temporary moved to Wiehe Road. The rider information was provided by Mr. Ted Meyers of Metro/SORTA, Manager of Planning and Scheduling.



DUKE ENERGY CORPORATION
139 East Fourth St.
P.O. Box 960
Cincinnati, OH 45201-0960

September 12, 2006

Mr. Alan Zaffiro
Mayor of Golf Manor
6450 Wiehe Road
Cincinnati, OH 45237

Dear Mr. Zaffiro:

**RE: GAS FACILITY INFORMATION - PRELIMINARY
Graceland Avenue Reconstruction**

We recently reviewed plans submitted by J. T. King & Company for the reconstruction of Graceland Avenue in Golf Manor. The letter submitted with the plans asked for Duke Energy to coordinate any work needed with the street improvement project schedule.

We have reviewed your plans. We have a 20" steel welded transmission main that does not appear to be in conflict at this time. We also have a 8" cast iron gas main installed in 1940 that will need to be replaced. Duke Energy currently has a program in place to eliminate all cast iron and bare steel pipe in the system. According to your letter's schedule and preliminary plans, we will direct bury the new gas main and replace all cast iron/bare steel pipe located within these project plans.

You preliminary schedule calls for road construction to start at the beginning of the 2nd or 3rd quarter. To ensure your road construction schedule will not be delayed, Duke-Energy will complete construction by 4/15/07. This date is based on final plans submitted to Duke-Energy by November, 06, and that our 20" transmission main will not need to be relocated.

Please note that our coordination effort will save money in street restoration. This savings is realized through the PUCO filings for rate increases. The effort involved in the coordination of this work is worth every penny to all of our ratepayers.

Please contact me at (513) 287-2762 if you should require additional information regarding our gas facilities. For information concerning electric facilities, please contact our Electric Underground Facilities Department on 287-2454.

Very truly yours,

Bill Roth
Gas Engineering Department
Duke Energy

wjr/tkk

Attachment

bc: Job Folder #06-7356-6
cc: J.T. King & Co. INC.



DUSTY RHODES

COUNTY ADMINISTRATION BUILDING
138 EAST COURT STREET
CINCINNATI, OHIO 45202

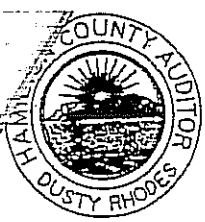
Pursuant to Ohio Revised Code § 5705.03(B)
D.T.E. 140

On February 14, 2006, the Council of the Village of Golf Manor certified a copy of resolution #2006-4 adopted February 13, 2006, requesting the County Auditor to certify the current tax valuation of the village and the amount of revenue that would be produced by 8.00 mills. The levy is a tax outside the ten-mill limitation for the purpose of general construction, reconstruction, resurfacing and repair of streets, roads and any bridgework within the village, and constructing, repairing or maintaining sidewalks, walkways, trails, bicycle pathways or similar improvements, at a rate of 8.00 mills, pursuant to Section 5705.19(PP) of the Ohio Revised Code, and will be placed on the ballot at the May 2, 2006, election. The levy type is additional.

The total estimated tax valuation of the village used in calculating the estimated property tax revenue is \$55,350,027.

DUSTY RHODES, AUDITOR
Hamilton-County, Ohio

Date _____



County of Hamilton

DUSTY RHODES

AUDITOR

TAX LEVY INFORMATION

TAXING DISTRICT	<u>Village of Golf Manor</u>
ELECTION DATE	May 2, 2006
LEVY TYPE	Additional
LEVY PURPOSE	Streets/Sidewalks
TERM OF LEVY	10 Years
PROPOSED MILLAGE	8.00
ESTIMATED ANNUAL REVENUE	\$442,800.00
ESTIMATED ANNUAL COST TO HOMEOWNER \$100,000 MARKET VALUE*	\$235.96
CURRENT ANNUAL COST TO HOMEOWNER \$100,000 MARKET VALUE*	\$0.00

*Estimated cost based on a \$100,000 (market value) residential property receiving the 10% rollback, 2.5% homestead reduction, and the current sales tax credit.

Revised Code Secs. 3601.011: 3606.33: 5705.19—6706.25

Revised Code, Secs. 3601.011; 3606.33; 5705.19—5705.25

Tb¹

Election held in Village of Golf Manor

County, on the 2nd day of May, 2006, on the question of levying
(Year)
a tax in excess of the ten mill limitation, for the benefit of said subdivision

Said tax being ² an additional tax of eight (8) mills

eighty cents (\$0.80) for each one hundred dollars of valuation, for
(Rate expressed in dollars and cents)

Total number of votes cast:

For the Tax Levy:

Against the Tax Levy:

as the same appears by the Abstract of Votes duly certified and signed by us and deposited in our office.

Cincinnati Ohio, this

Chairman.

V. Daniel Radford

Ernest Hemingway


George H. Vincent Board of Elections.

Attest: J. M. Williams Director

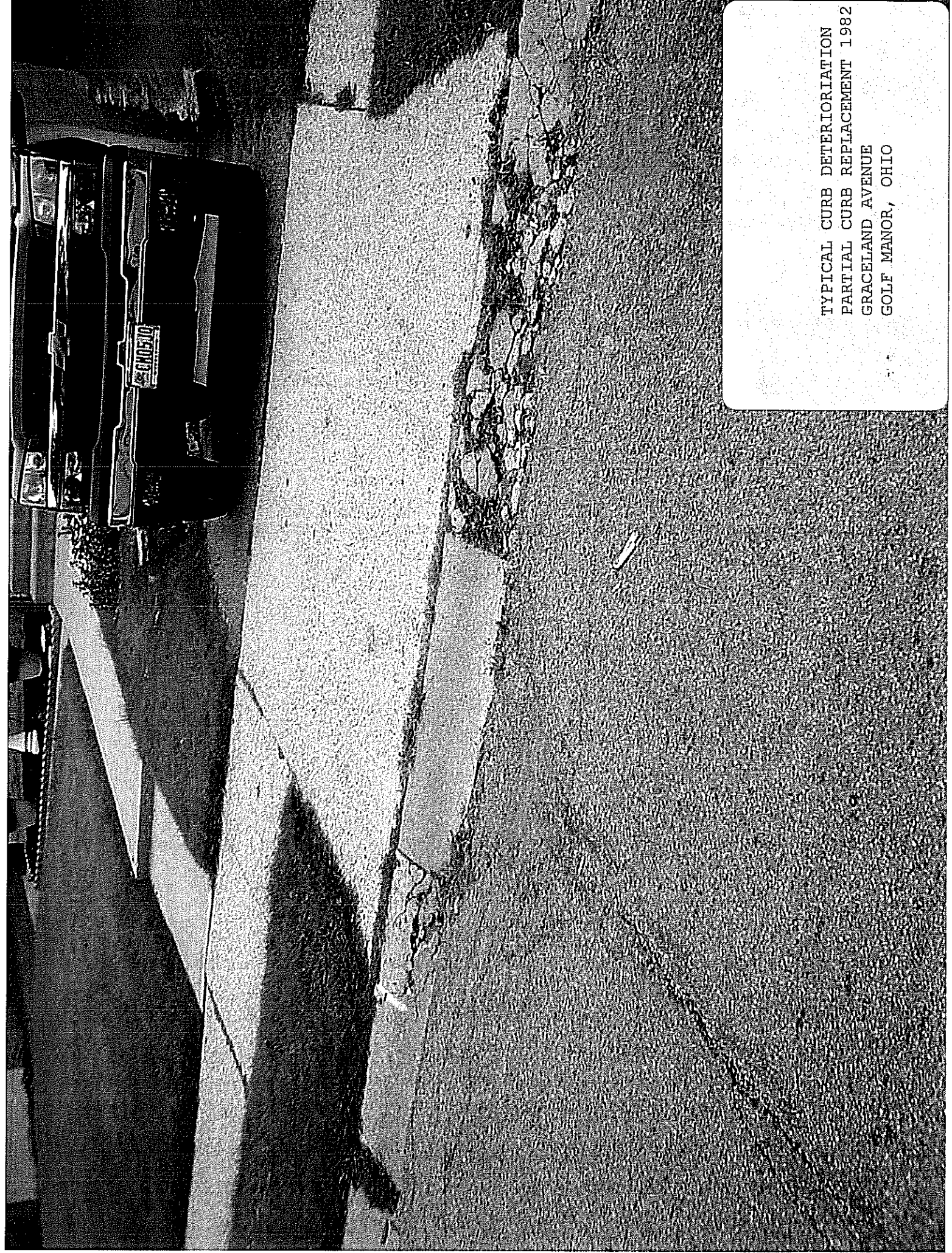
Hamilton County, Ohio.

1. Ohio Dept. of Taxation, Tax Equalization Division, The Board of County Commissioners of _____ County; the Council of the City or Village of _____; Board of Education _____ Township; or to the acting authority of the Board of Township Trustees of _____ Township; or to the acting authority of _____

2. Here insert one of the following:
- "an additional tax of _____ mills"
 - "a removal of an existing tax of _____ mills"
 - "a removal of a tax of _____ mills and an increase of _____ mills to constitute a tax of _____ mills"
 - "a removal of a part of a _____ mill existing levy, being a reduction of _____ mills to constitute a tax of _____ mills"
 - "a reduction of _____ mills and an increase of _____ mills to constitute a tax of _____ mills"
 - "a replacement of part of an existing levy, being a reduction of _____ mills to reconstitute a tax of _____ mills"
 - "a replacement of a tax of _____ mills"

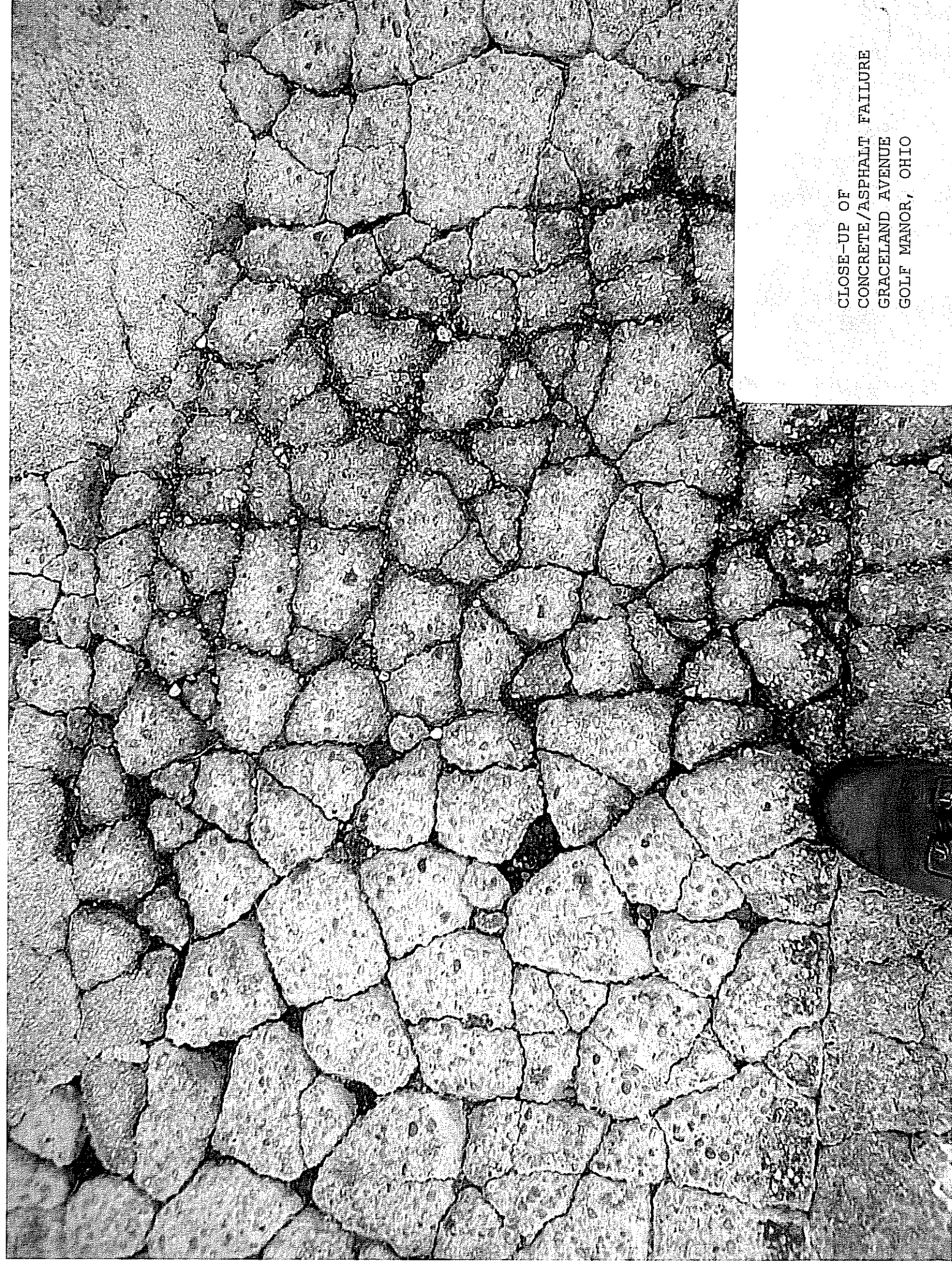



TYPICAL CURB DETERIORATION
PARTIAL CURB REPLACEMENT 198
GRACELAND AVENUE
GOLF MANOR, OHIO



TYPICAL CURB DETERIORATION
PARTIAL CURB REPLACEMENT 1982
GRACELAND AVENUE
GOLF MANOR, OHIO

CLOSE-UP OF
CONCRETE/ASPHALT FAILURE
GRACELAND AVENUE
GOLF MANOR, OHIO






LONGITUDINAL DISPLACEMENT
OF PAVEMENT
(NOTICE QUARTER IN JOINT)
GRACELAND AVENUE
GOLF MANOR, OHIO

TYPICAL CONCRETE/ASPHALT
PAVEMENT FAILURE
GRACELAND AVENUE
GOLF MANOR, OHIO



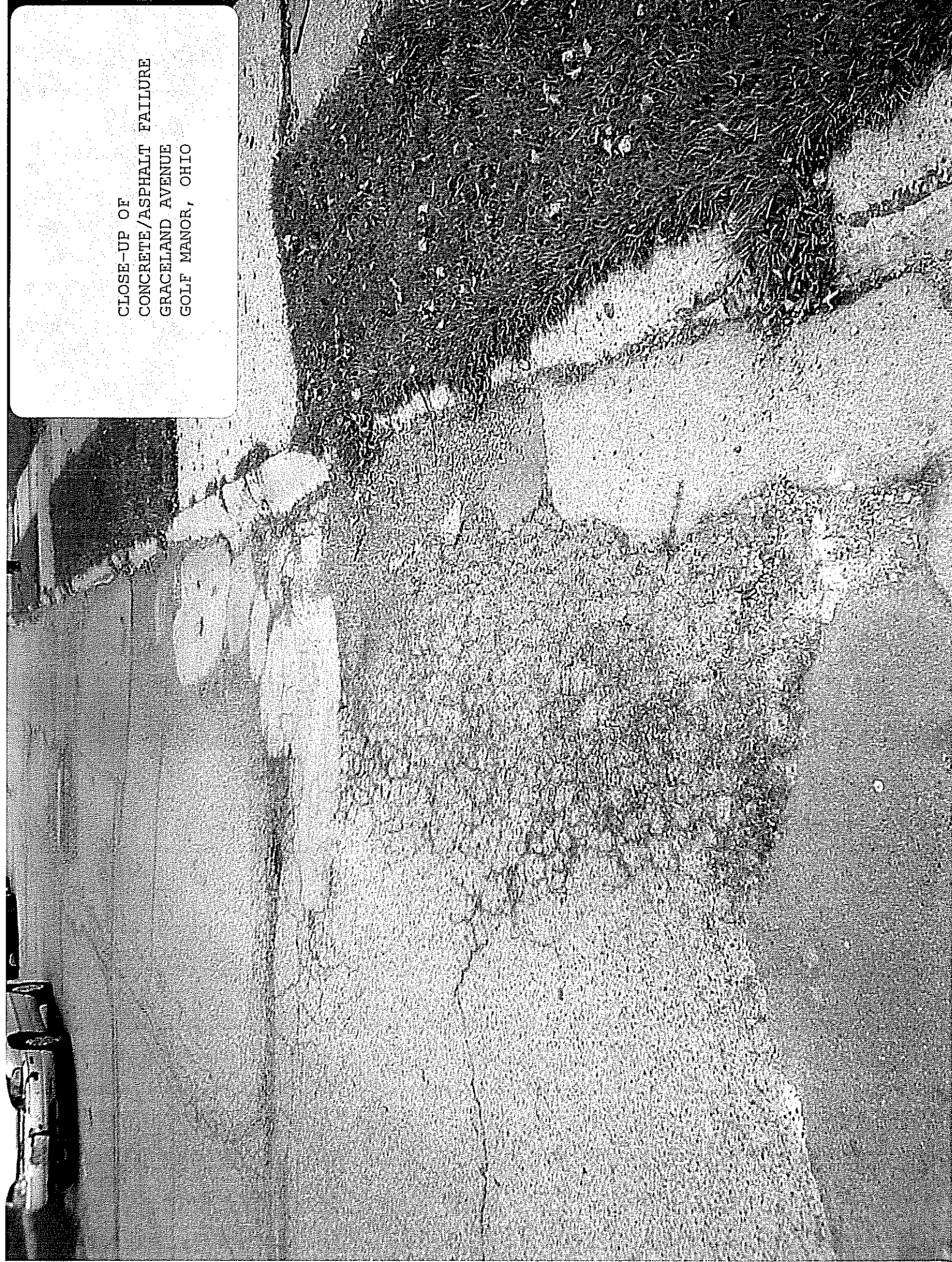


TYPICAL CURB DETERIORATION
PARTIAL CURB REPLACEMENT 1982
GRACELAND AVENUE
GOLF MANOR, OHIO

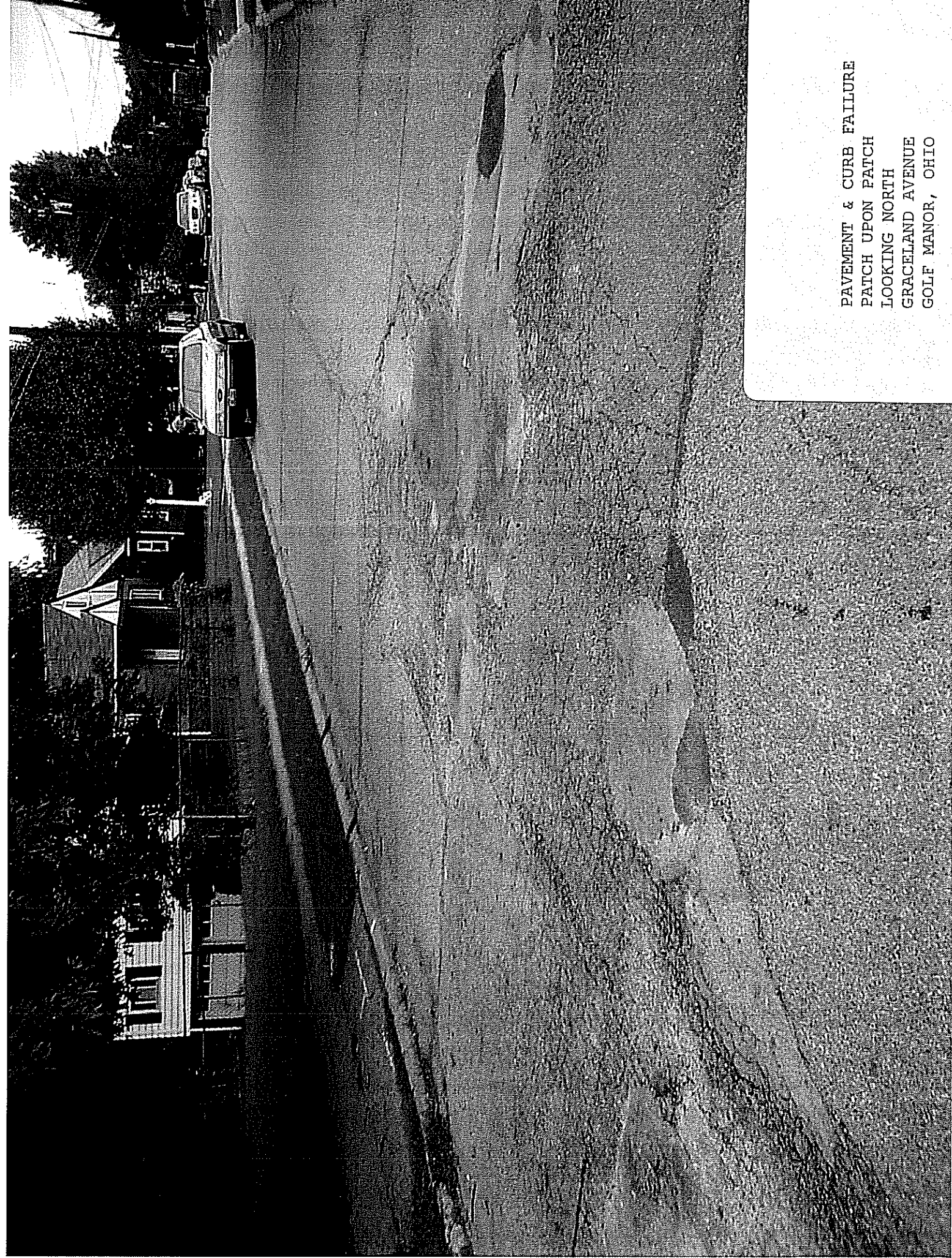
CLOSE-UP OF
CONCRETE/ASPHALT FAILURE
GRACELAND AVENUE
GOLF MANOR, OHIO



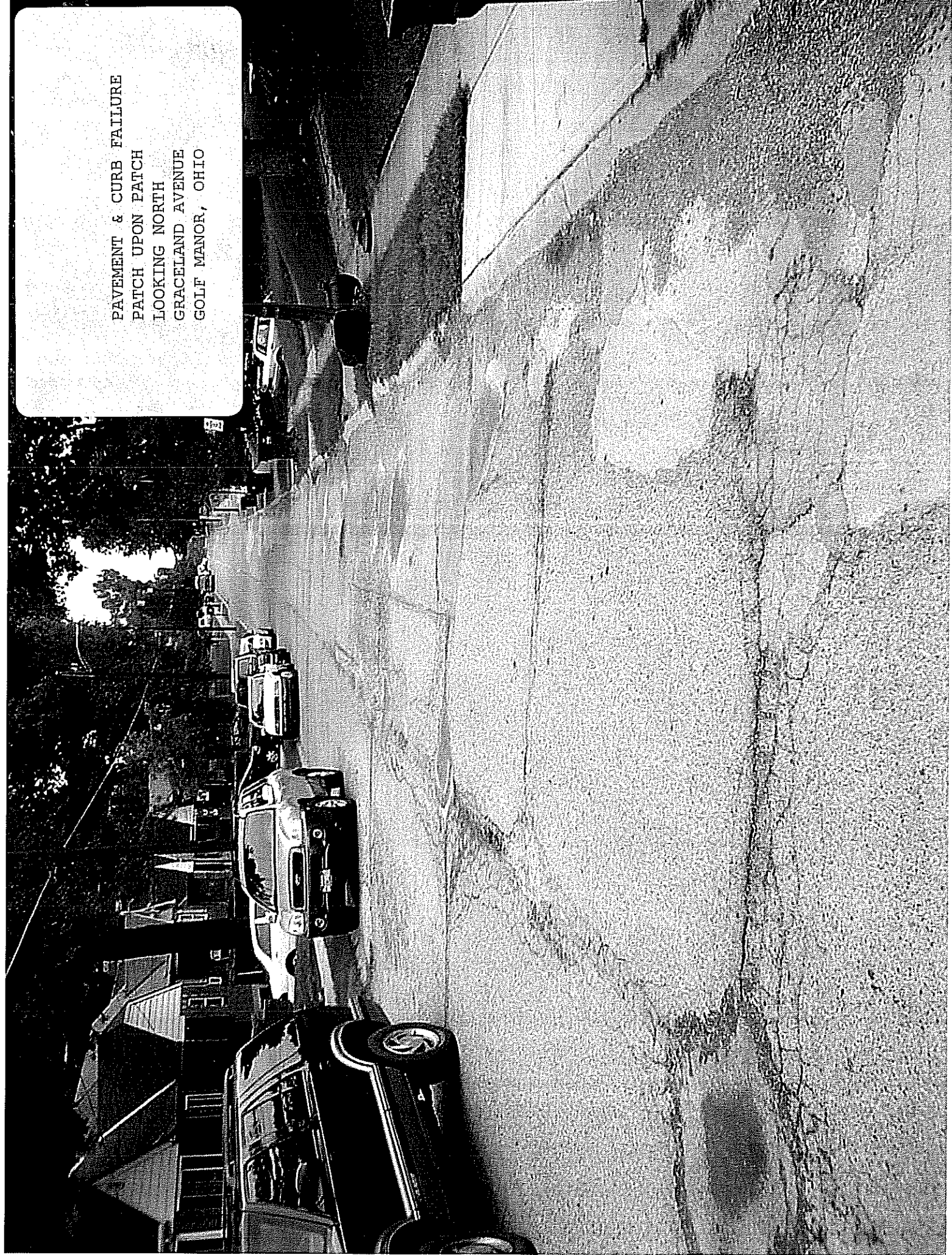
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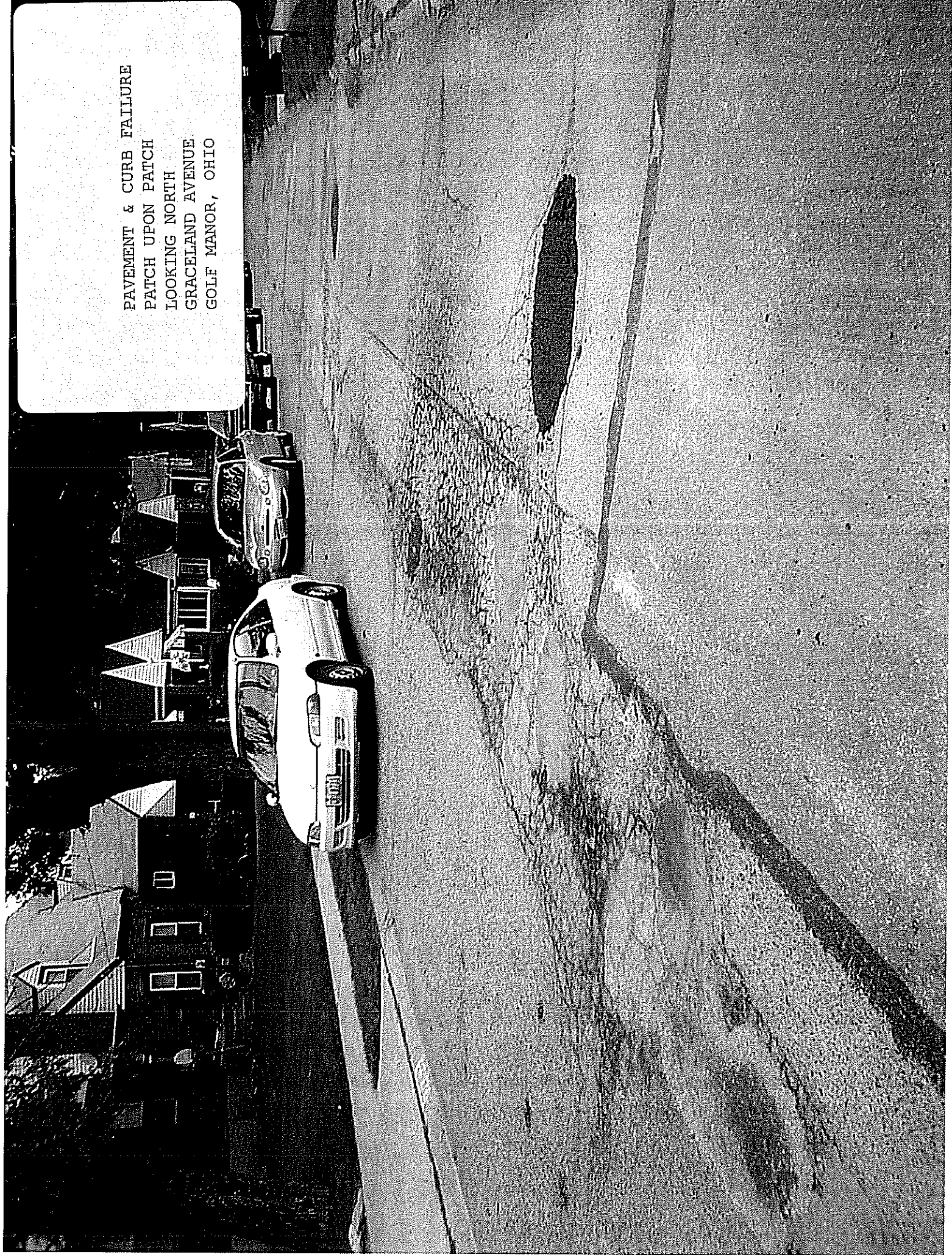
PAVEMENT & CURB FAILURE
PATCH UPON PATCH
LOOKING NORTH
GRACELAND AVENUE
GOLF MANOR, OHIO



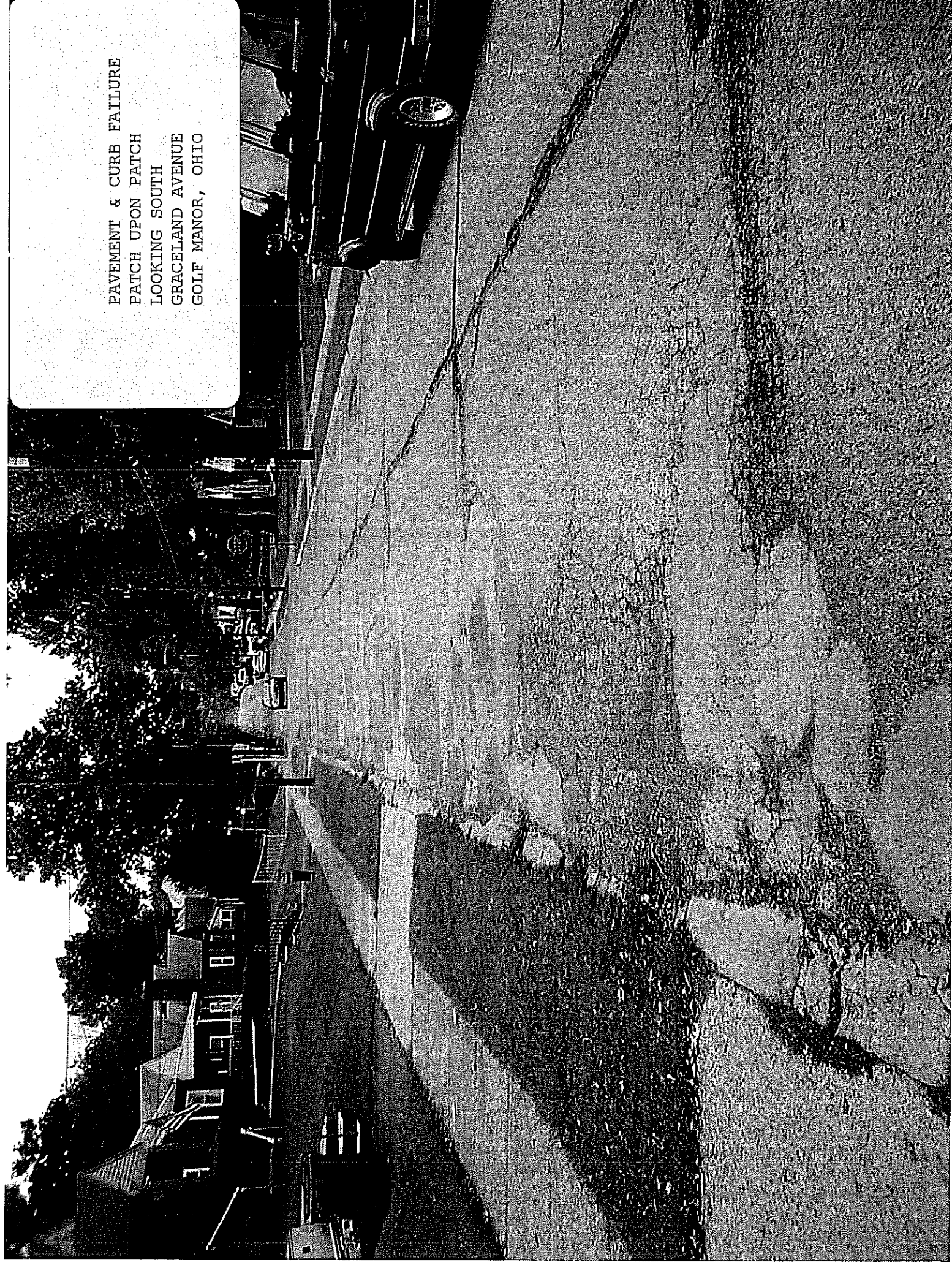
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PATCH UPON PATCH
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GOLF MANOR, OHIO



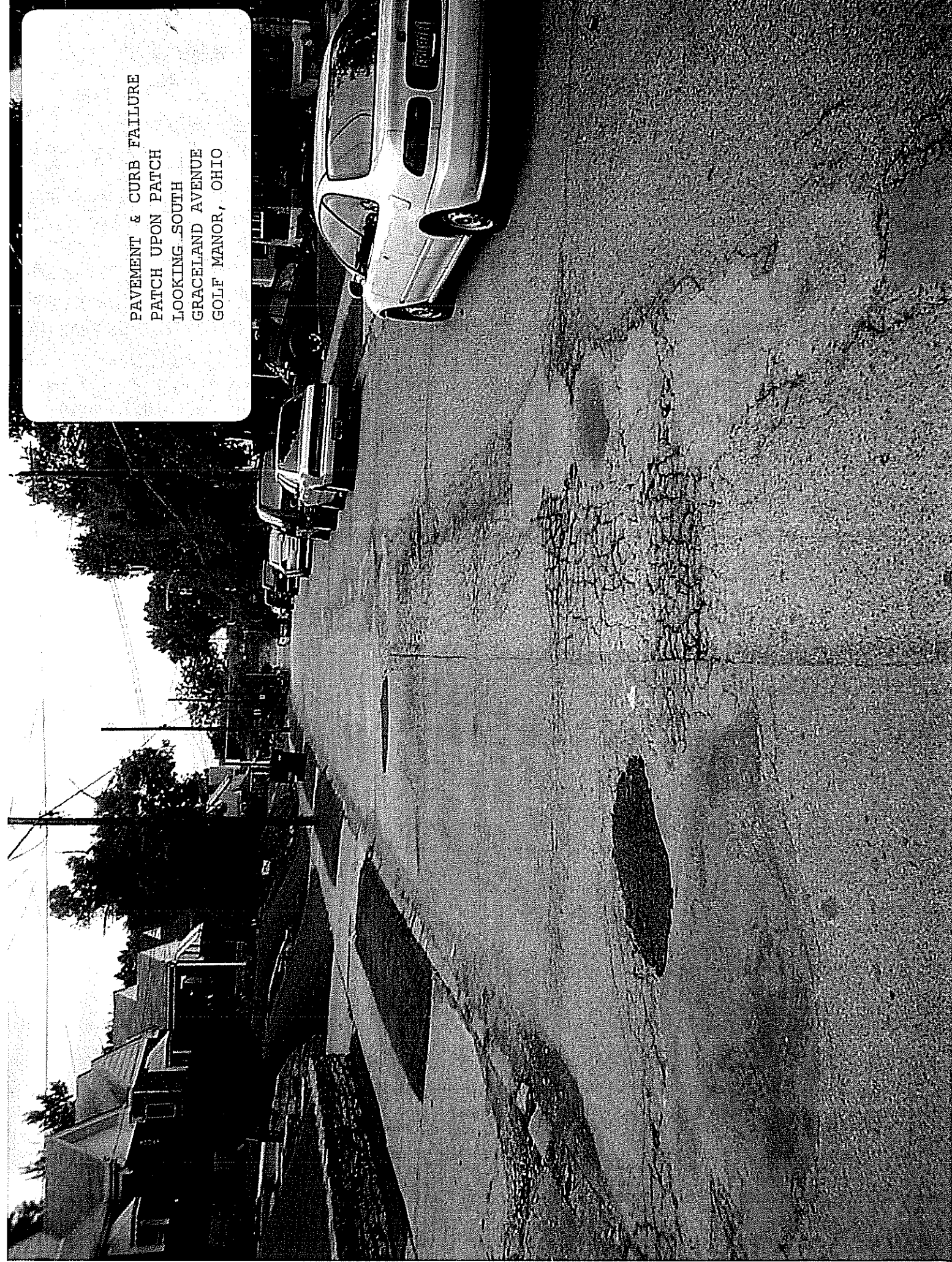
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GRACELAND AVENUE
GOLF MANOR, OHIO



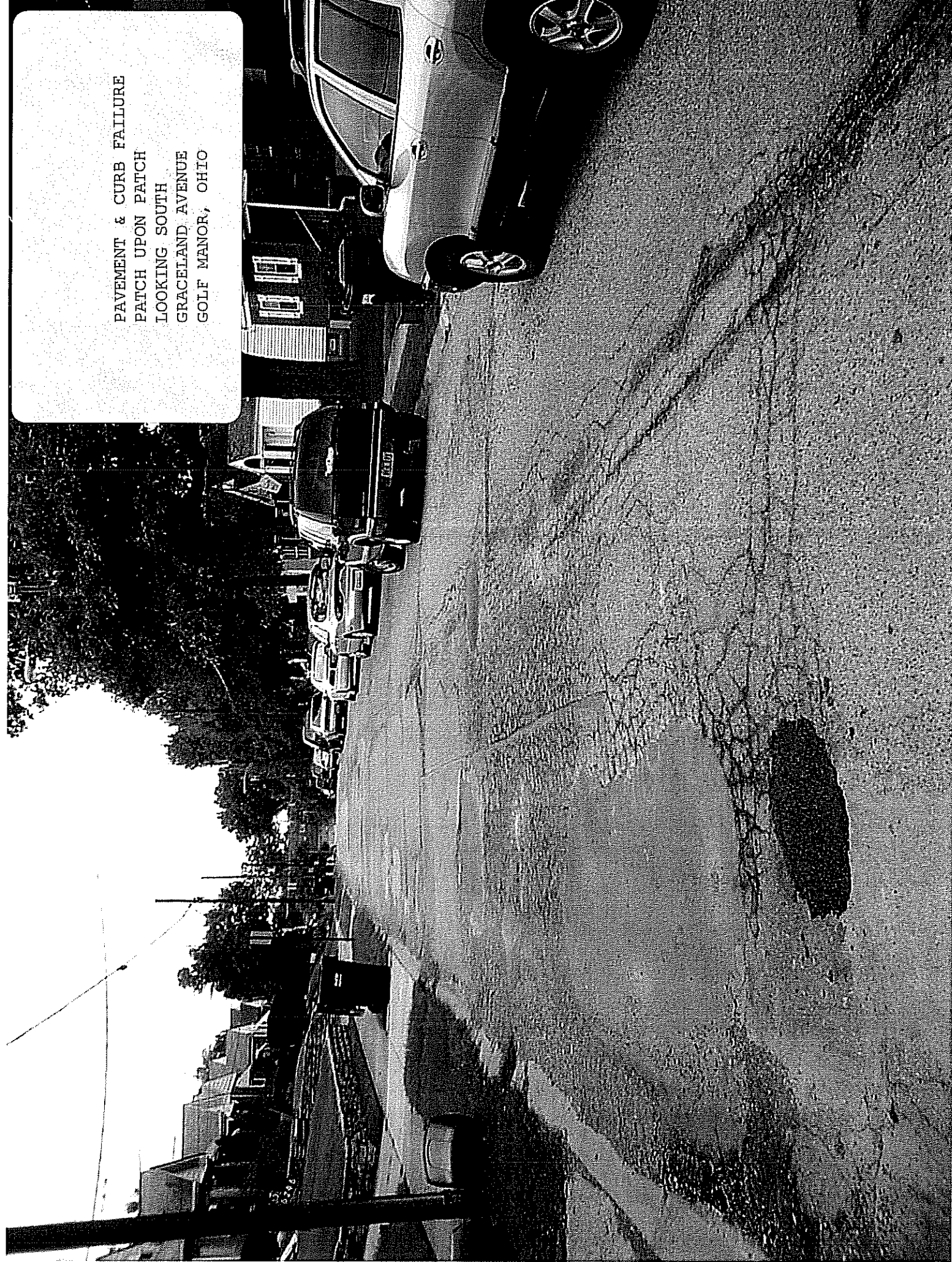
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PATCH UPON PATCH
LOOKING SOUTH
GRACELAND AVENUE
GOLF MANOR, OHIO



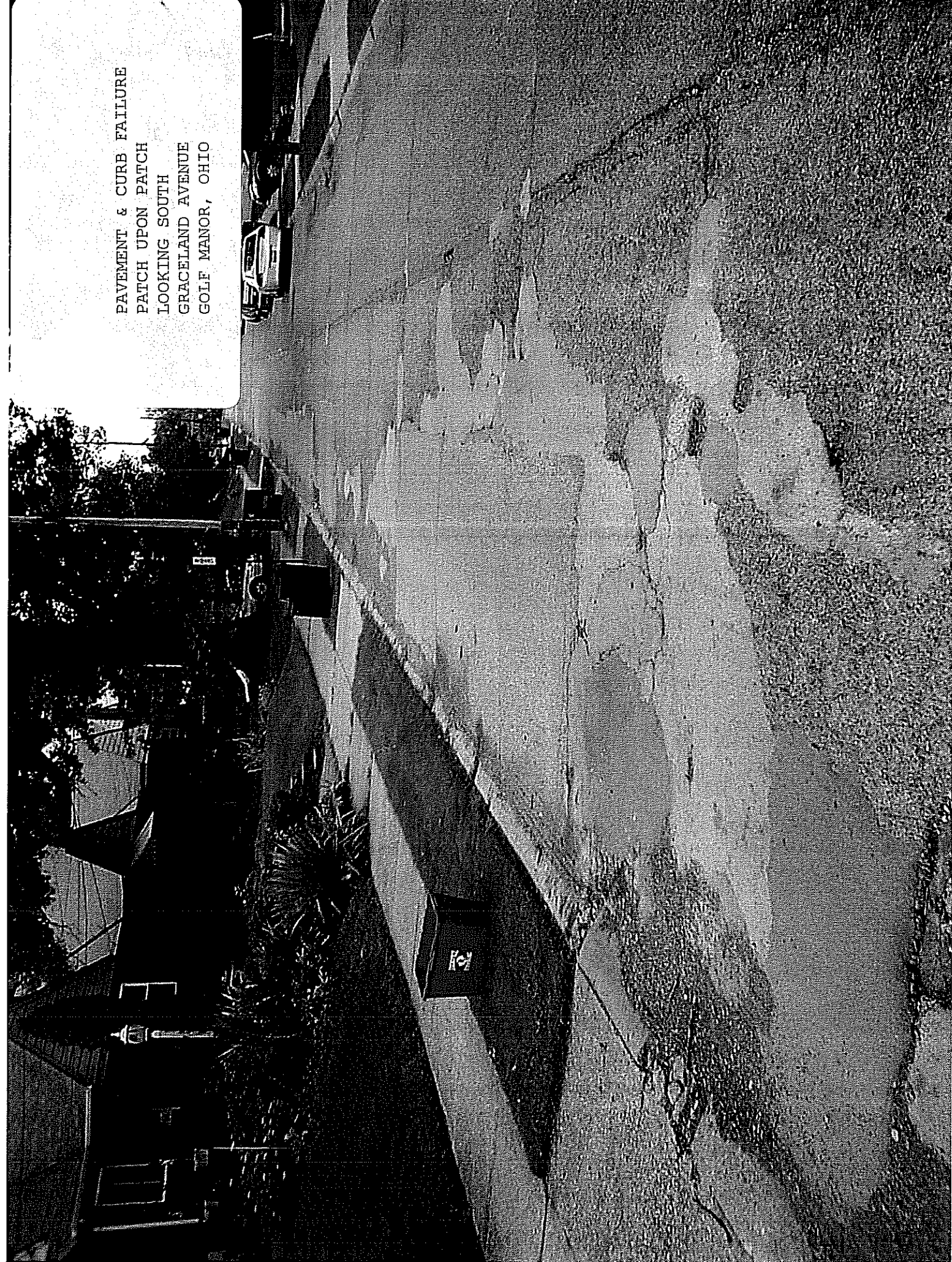
PAVEMENT & CURB FAILURE
PATCH UPON PATCH
LOOKING SOUTH
GRACELAND AVENUE
GOLF MANOR, OHIO



PAVEMENT & CURB FAILURE
PATCH UPON PATCH
LOOKING SOUTH
GRACELAND AVENUE
GOLF MANOR, OHIO



PAVEMENT & CURB FAILURE
PATCH UPON PATCH
LOOKING SOUTH
GRACELAND AVENUE
GOLF MANOR, OHIO



STREET REPLACEMENT
AND
REPAIR STUDY

VILLAGE OF GOLF MANOR
OHIO

PROJECT NO.: 06003-E

AUGUST 11, 2006

J. T. KING & CO. INC.
CONSULTING ENGINEERS & LAND SURVEYORS
9200 Montgomery Road, Suite 21 B
Cincinnati OH 45242
(513) 793-7667

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VILLAGE OF GOLF MANOR
STREET REPLACEMENT/REPAIR STUDY

INTRODUCTION

This Study and Report was commissioned by the Village of Golf Manor to determine the condition of the streets in the Village.

PURPOSE OF REPORT

The purpose of this Report is to prioritize the reconstruction or resurfacing of the streets, to quantify the scope of the work and to address the cost of the work for annual budgeting purposes.

HISTORY

There are twenty (20) public streets in the Village which total 47,490 feet or 8.99 miles of street (17.98 lane miles).

The original street construction is concrete which have provided for stable base roadways and have bridged many areas of poor subgrade.

The streets were resurfaced and spot curb repairs were made on an annual basis beginning approximately twenty-five (25) years ago. These annual resurfacing projects were based upon a comprehensive study of the streets at that time and these projects carried on for a ten (10) to fifteen (15) year cycle.

During the past six to eight years, due to budget constraints, the Village has not undertaken any major resurfacing and/or reconstruction projects.

The last major project which was funded by Issue II monies was the resurfacing and curb repair of Losantiville Road through the Village.

In 2005, a Streetscape project was undertaken which was partially funded by a CDBG grant and Village funds. This project was along Losantiville Road from west of Wiehe east to Elbrook.

UTILITY COMPANIES

In the course of this Study, we have contacted the underground utility companies to request their plans for their utility facility maintenance and/or replacement work in the Village.

J. T. KING & CO. INC.
CIVIL ENGINEERS
CINCINNATI, OHIO

Duke Energy-GAS

The Gas Department of Duke Energy has responded with their plan which is enclosed as Exhibit _____.

A short piece of gas main on Wiehe Road north of Losantiville Road is scheduled for replacement in 2006.

The majority of the gas mains in the Village are scheduled for replacement in 2009.

All of the gas main on Cedarbrook and a short piece of gas main on Losantiville Road east of Fair Oaks to the corporation line is scheduled for replacement in 2011.

HANDICAP CROSS WALK-ADA REQUIREMENTS

Work on the roadways will require that all cross walks comply with the current ADA Handicap Ramp requirements. This means that on each corner of an intersection the existing walk will need to be removed and Handicap ramps and new walk will need to be installed.

SUMMARY

This Report outlines in detail the scope and cost of the repair, resurfacing and/or reconstruction of each street in the Village. Details of the scope and costs are contained in the Appendix.

Each street is addressed in the body of the Report and a cost estimate for the entire length of the street.

Please refer to Exhibit _____ for a cost summary of each street.

DEFINITIONS

PAVEMENT RECONSTRUCTION

Total removal of asphalt and/or concrete pavement and replace with full depth asphalt pavement and concrete curb or concrete curb & gutter.

CURB REPLACEMENT (WITH RECONSTRUCTION)

Total removal of curb and replace with 18 inch (ODOT) Type 6 curb or ODOT Type 2 curb (integral curb and gutter).

RESURFACING

Plane off existing asphalt wearing course, repair damaged concrete pavement and resurface with new asphalt pavement.

CURB REPLACEMENT (WITH RESURFACING PROJECT)

Saw cut out existing damaged/deteriorated curb and replace with new concrete curb.

HANDICAP RAMPS

All intersections will require the replacement of walk and curb to meet the current ADA requirements for handicap ramps.

UTILITY ADJUSTMENTS

The cost for the adjustments of catchbasins, storm manholes, sanitary manholes, gas valve boxes, electrical junction boxes, water valve chambers has been factored into the resurfacing and/or re-construction costs.

DRIVE APRONS

It is anticipated that drive aprons will be partially replaced by saw cutting and reconstructed with the curb replacement during reconstruction.

Drive aprons will not be substantially impacted during the majority of the curb repair/replacement as part of the resurfacing projects.

J. T. KING & CO. INC.
CIVIL ENGINEERS
CINCINNATI, OHIO

CURB AND PAVEMENT CONDITION RATINGS

STREET STUDY-VILLAGE OF GOLF MANOR

CURB

PERCENT TO REPLACE	RATING
0% - 10%	1
11% - 25%	2
26% - 50%	3
51% - 100%	4

PAVEMENT

EXCELLENT	1
GOOD	2
FAIR	3
POOR	4



C.A.G.I.S.

SITUATED IN
VILLAGE OF GOLF MANOR
HAMILTON COUNTY, OHIO

SHEET 1 OF 2

J. T. KING & CO., INC.
CIVIL ENGINEERS - LAND SURVEYORS
200 WESTMONT ROAD - SUITE 200
CINCINNATI, OHIO 45219
TELEPHONE (513) 762-1100 FAX (513) 762-1101

VILLAGE OF GOLF MANOR
GOLF MANOR
OHIO

APPROVED BY:	DATE:	DATE:	DATE:
J.T.K.	10/1/08	10/1/08	10/1/08
FILE NO.	CLAYTON	CLAYTON	CLAYTON
AS SHOWN	AS SHOWN	AS SHOWN	AS SHOWN

0-10-2000 1.00 IN. = 100 FT.





SITUATED IN
VILLAGE OF GOLF MANOR
HAMILTON COUNTY, OHIO

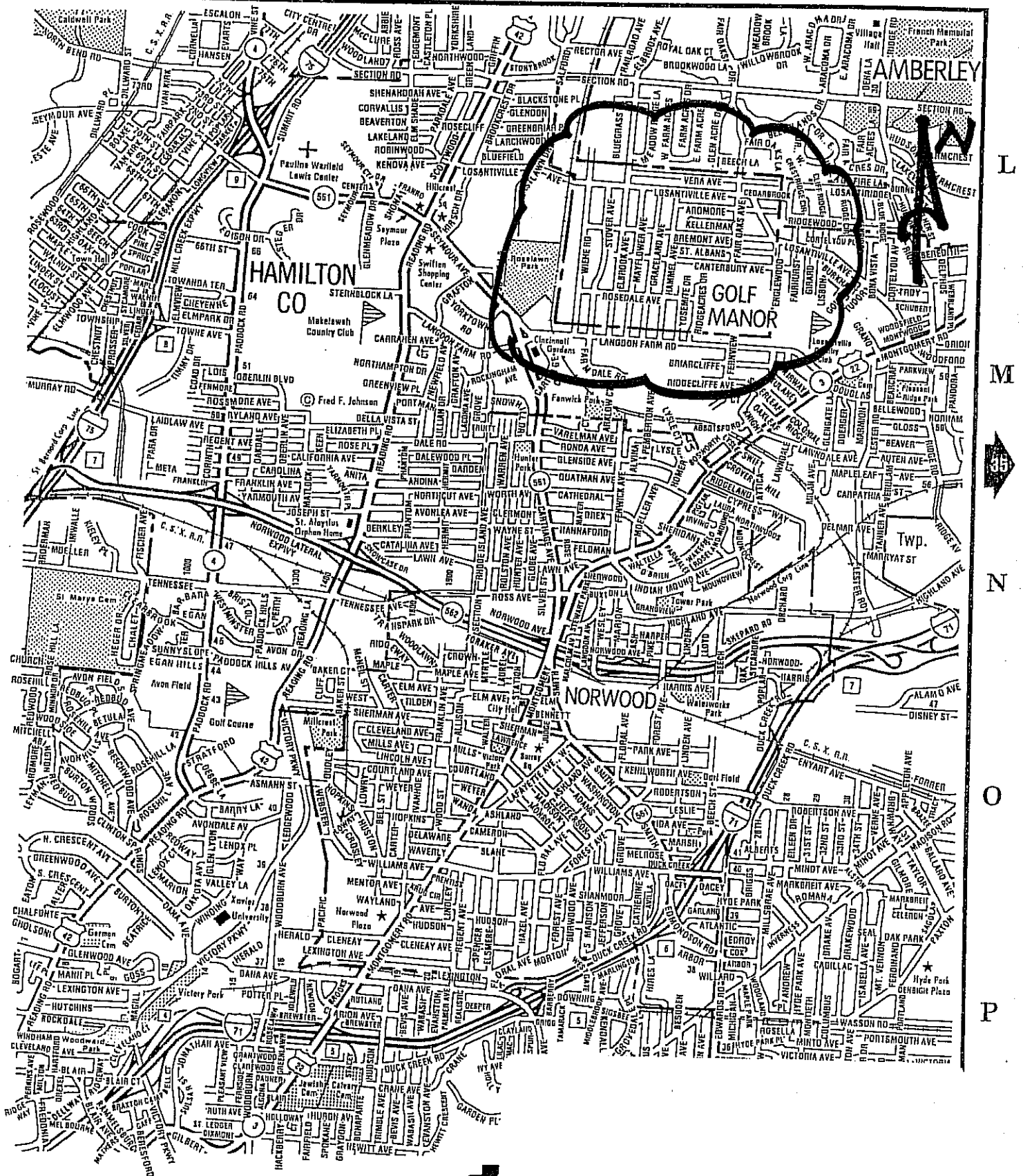
J. T. KING & CO., INC.
CIVIL ENGINEERS • LAND SURVEYORS

NEW HAVEN, CT 06511
 TEL: 203-328-1111
 FAX: 203-328-1111

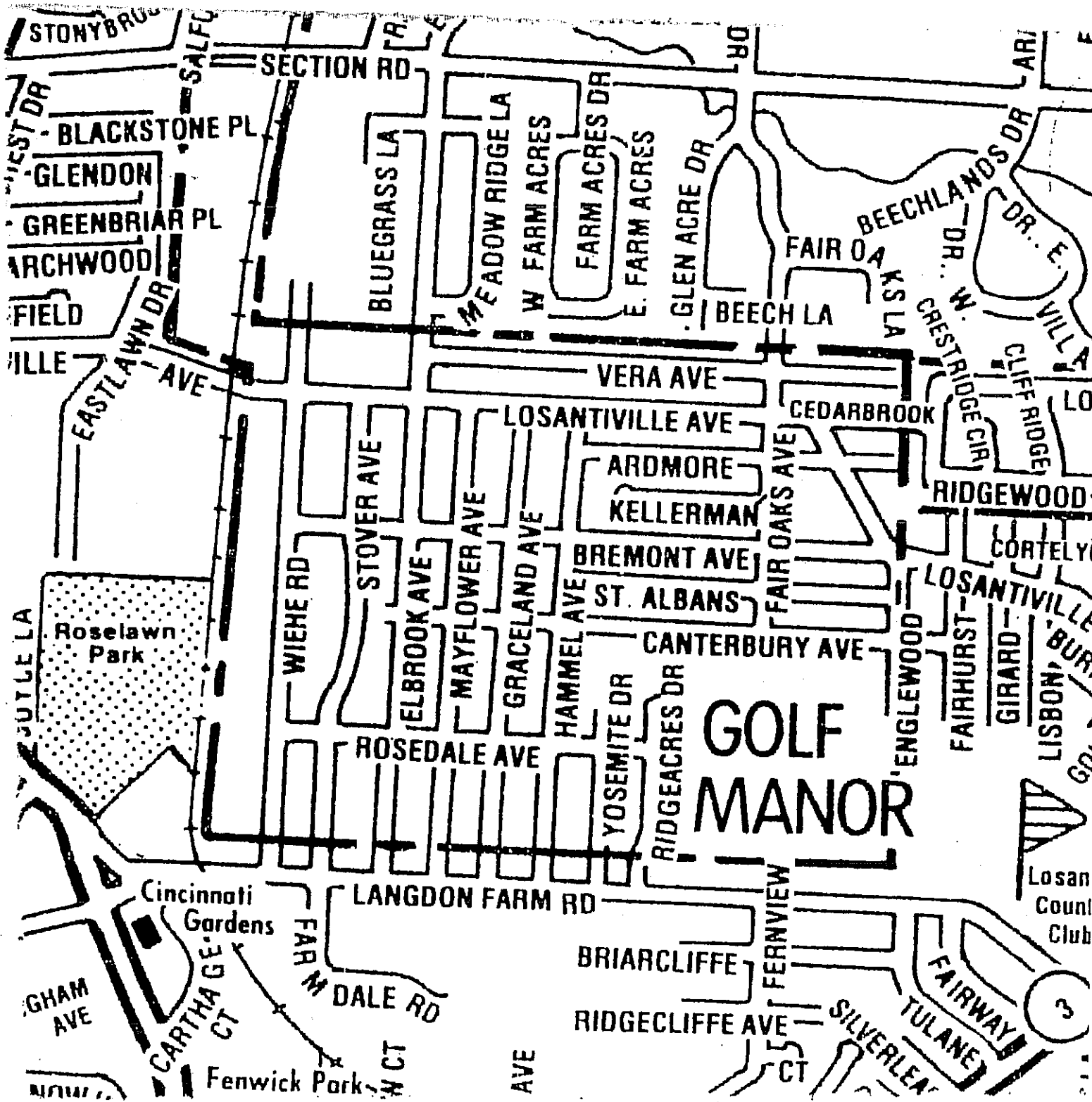
VILLAGE OF GOLF MANOR

MAJOR

APPROVED BY A. L. L.	DRAWN BY S. M. A.	DATE 5/27/78	JOB NAME N/A
SCALE AS SHOWN		JOB NAME ELECTRICAL	FILE No. 06003-B



VICINITY MAP
GRACELAND AVENUE
VILLAGE OF GOLF MANOR

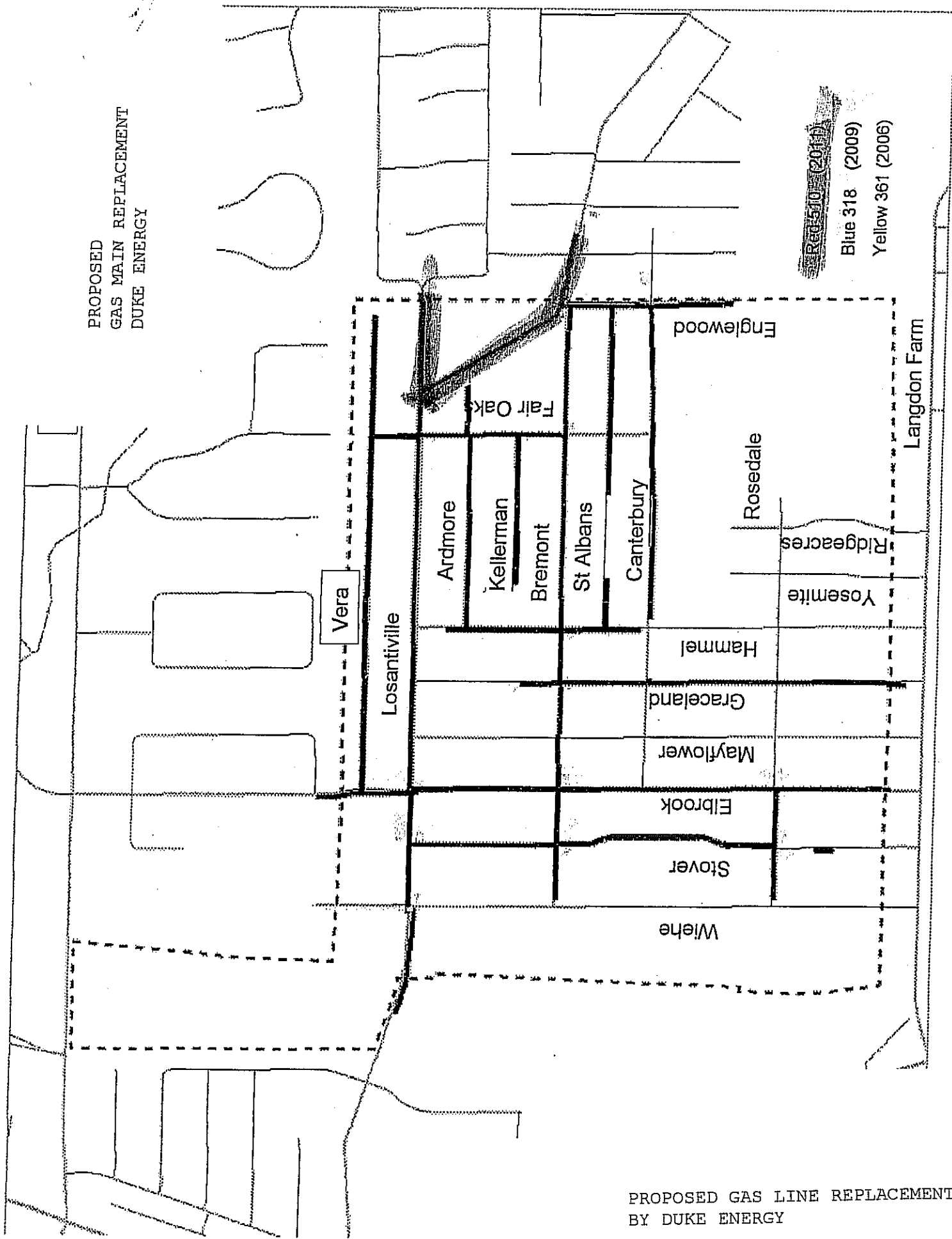


GOLF MANOR



PROPOSED
GAS MAIN REPLACEMENT
DUKE ENERGY

Red 510 (2011)
Blue 318 (2009)
Yellow 361 (2006)



PROPOSED GAS LINE REPLACEMENT
BY DUKE ENERGY



GREATER CINCINNATI
WATER WORKS

A Service of The City of Cincinnati

June 9, 2006

Mr. J. Timothy King, PE-PS
J. T. King & Co., Inc.
9200 Montgomery Road, Suite 21B
Cincinnati, Ohio 45242-7714

Subject: Golf Manor
Street Improvement Projects
Graceland and Cedarbrook

Dear Mr. King:

In response from your letter dated June 1, 2006 the Greater Cincinnati Water Works does have tentative plans for the replacement of the existing water mains in 2008 as shown below in Golf Manor. However, we adjust our program yearly and these scheduled plans could change at any time.

2008 Losantiville/Wiehe water main project:

Losantiville Ave from Reading to Cedarbrook	Proposed 12" water main
Wiehe Rd. from Losantiville to N. Terminus	Proposed 8" water main

2008 Losantiridge/Ridgewood/Cedarbrook water project:

Losantiridge Ave from Ridge to Cedarbrook	Proposed 8" water main
Ridgewood Ave. from Ridge to Cedarbrook	Proposed 8" water main
Cedarbrook Dr. from Losantiville to Losantiridge	Proposed 8" water main

For the two proposed street improvement as described in your letter, only Cedarbrook Drive may have a conflict with our plans to replace the existing water main. Our Engineering Design Section could incorporate the Cedarbrook water main replacement from the second project listed above with your street improvement project. However, we would need adequate time to complete the necessary water main design. It would be most effective if this water main work could be combined with your street improvement contract if an equitable bid for the water main can be obtained for all.

**Greater Cincinnati
Water Works**
The Standard for Excellence

4747 Spring Grove Avenue
Cincinnati, Ohio 45232-1986
513-591-7890 Phone
513-591-7967 Fax

David E. Rager
Director

Paul E. Tomes
Chief Engineer

Customer Service
513-591-7700
513-591-7730 TDD

Emergency Service
513-591-7700
513-591-7905 TDD

RECEIVED

JUN 13 2006

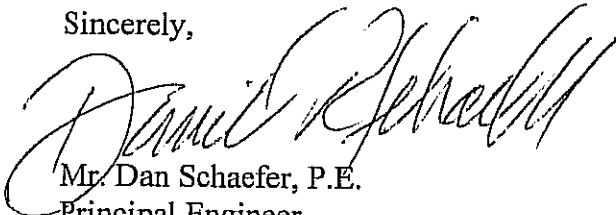
J. T. King Co. Inc.

Equal Opportunity Employer

Please contact Mr. Russ Weber regarding the coordination of this work. Mr. Weber can be reached at 591-7862. Typically we prefer having some upfront time frame for water main planning and design purposes in which to coordinate our work with local communities like Golf Manor to minimize the neighborhood inconvenience.

If you have any questions, please contact me at 591-7853.

Sincerely,



Mr. Dan Schaefer, P.E.
Principal Engineer
Engineering Division

cc: R. Weber
B. Calder
File

RECEIVED
JUN 13 2006
J. T. King Co. Inc.

STREET INVENTORY & COST SUMMARY

CURB REPAIR AND PAVEMENT RESURFACING

VILLAGE OF GOLF MANOR

NUMBER	STREET	LENGTH (FT)	WIDTH (FT)	PAVEMENT TYPE	CURB CONDITION RATING	PAVEMENT CONDITION RATING	ENGINEER'S ESTIMATE TO RESURFACE AND REPLACE CURBS (\$)
1	ARDMORE	1650	30	C/A	4	4	\$170,000
2	BREMONT	3880	25	C/A	2	3	\$206,000
3	CANTERBURY (PEIPER WAY)	3170	25	C/A	2	4	\$194,000
4	CEDARBROOK	620	25	C/A	2	3	\$39,000
5	ELBROOK	3420	25	C/A	3	3	\$226,000
6	ENGLEWOOD	1100	21 TO 24	ASPHALT	1	3	\$51,000
7	FAIR OAKS	1780	25	C/A	2	4	\$150,000
8	GRACELAND	2970	25	C/A	4	4	\$400,000 *
9	HAMMEL	2980	25	C/A	3	3	\$208,000
10	KELLERMAN	1000	25	C/A	2	3	\$57,000

STREET INVENTORY & COST SUMMARY

CURB REPAIR AND PAVEMENT RESURFACING

VILLAGE OF GOLF MANOR

NUMBER	STREET	LENGTH (FT)	WIDTH (FT)	PAVEMENT TYPE	CURB CONDITION RATING	PAVEMENT CONDITION RATING	ENGINEER'S ESTIMATE TO RESURFACE AND REPLACE CURBS (\$)
11	LOSANTIVILLE	4800	31	C/A	1	2	\$314,000
12	MAYFLOWER	2970	25	C/A	4	4	\$250,000
13	RIDGE ACRES	1030	25	C/A	2	4	\$63,000
14	ROSEDALE (HARMON)	2400	25	C/A	2	4	\$201,000
15	SERVICE DRIVE	1550	16	ASPHALT	NO CURB	3	\$38,000
16	ST. ALBANS	2070	25	C/A	2	3	\$127,000
17	STOVER	2570	25	C/A	3	4	\$205,000
18	VERA	3050	25	C/A	3	2	\$210,000.00
19	WIEHE	3450	37	C/A	4	3	\$347,000.00
20	YOSEMITE	1030	25	C/A	2	4	\$67,000.00
TOTAL		47,490	FEET	TOTAL			\$3,523,000.00

TOTAL 8.99 MILES

NOTES:

C/A REFERS TO CONCRETE BASE PAVEMENT WITH AN ASPHALT OVERLAY

* ADDITIONAL COST DUE TO EXCESSIVE CONCRETE BASE PAVEMENT FAILURE

PRIORITY

STREET INVENTORY & COST SUMMARY

CURB REPAIR & PAVEMENT RESURFACING/STREET RECONSTRUCTION

VILLAGE OF GOLF MANOR

SCHEDULED YEAR FOR REPLACEMENT	STREET	LENGTH (FT)	WIDTH (FT)	PAVEMENT TYPE	CURB CONDITION RATING	PAVEMENT CONDITION RATING	ENGINEER'S ESTIMATE TO RESURFACE AND REPLACE CURBS (\$)
2006	RIDGE ACRES	1030	25	C/A	2	4	\$63,000
2006	ST. ALBANS	2070	25	C/A	2	3	\$127,000
2006	YOSEMITE	1030	25	C/A	2	4	\$67,000.00
2007	ENGLEWOOD	1100	21 TO 24	ASPHALT	1	3	\$51,000
2007	GRACELAND	2970	25	C/A	4	4	\$1,100,000
2007	KELLERMAN	1000	25	C/A	2	3	\$57,000
2008	CEDARBROOK	620	25	C/A	2	3	\$255,000
2008	FAIR OAKS	1780	25	C/A	2	4	\$150,000
2009	ARDMORE	1650	30	C/A	4	4	\$170,000
2009	MAYFLOWER	2970	25	C/A	4	4	\$250,000
2010	CANTERBURY (PEIPER WAY)	3170	25	C/A	2	4	\$194,000
2010	STOVER	2570	25	C/A	3	4	\$205,000
2011	ELBROOK	3420	25	C/A	3	3	\$225,000
2011	ROSEDALE (HARMON)	2400	25	C/A	2	4	\$201,000
2012	BREMONT	3880	25	C/A	2	3	\$206,000
2012	HAMMEL	2980	25	C/A	3	3	\$208,000
**	LOSANTVILLE	4800	31	C/A	1	2	\$314,000

J. T. KING & CO. INC.
CIVIL ENGINEERS
CINCINNATI, OHIO

STREET INVENTORY & COST SUMMARY

CURB REPAIR & PAVEMENT RESURFACING/STREET RECONSTRUCTION

VILLAGE OF GOLF MANOR

SCHEDULED YEAR FOR REPLACEMENT	STREET	LENGTH (FT)	WIDTH (FT)	PAVEMENT TYPE	CURB CONDITION RATING	PAVEMENT CONDITION RATING	ENGINEER'S ESTIMATE TO RESURFACE AND REPLACE CURBS (\$)
***	SERVICE DRIVE	1550	16	ASPHALT	NO CURB	3	\$38,000
***	VERA	3050	25	C/A	3	2	\$210,000.00
**	WIEHE	3450	37	C/A	4	3	\$347,000.00
		<u>TOTAL</u>	<u>47,490 FEET</u>				<u>TOTAL \$4,439,000.00</u>

TOTAL 8.99 MILES

NOTES:

C/A REFERS TO CONCRETE BASE PAVEMENT WITH AN ASPHALT OVERLAY

* TOTAL STREET RECONSTRUCTION COST ESTIMATE

** POSSIBLY ELIGIBLE FOR GRANTS (ISSUE II, SCIP, MRF)

STREET INVENTORY & COST SUMMARY

CURB AND PAVEMENT REMOVAL AND REPLACEMENT

VILLAGE OF GOLF MANOR

FILE: CEDARBROOK-GRACELAND REPLACEMENT SUMMARY

VILLAGE OF GOLF MANOR
STREET INVENTORY

STREET INVENTORY 2006

DETAILED SUMMARY AND COST TO REPLACE

VILLAGE OF GOLF MANOR

HANDI CAP RAMP CORNER REMOVE & REPLACE \$5,000.00 EA

STREET	FROM (N/E)	TO (S/W)	LENGTH FEET	WIDTH FEET	CONCRETE	ASPHALT	CURB TYPE	ROLL CURB	VERTICAL CONDITION	PERCENT TO REPLACE	LENGTH TO REPLACE
CEDARBROOK	LOSANTIVILLE	CORP LIMIT TOTAL	620	25	X	X	CONCRETE	X	FAIR	100%	1,240
			620							TOTAL	1,240
GRACELAND	LOSANTIVILLE	BREMONT PIEPER HARMON CORP LIMIT TOTAL	900	25	X	X	CONCRETE	X	POOR	100%	1,800
			550	25	X	X	CONCRETE	X	POOR	100%	1,100
			820	25	X	X	CONCRETE	X	POOR	100%	1,640
			700	25	X	X	CONCRETE	X	POOR	100%	1,400
			2,970							TOTAL	5,940

STREET INVENTORY 2006

DETAILED SUMMARY AND COST TO REPLACE

VILLAGE OF GOLF MANOR

HANDI CAP RAMP CORNER REMOVE & REPLACE													\$5,000.00 EA			
STREET	COST TO REPLACE	PAVEMENT TYPE	CONDITION	COST TO R & R (\$) PER SQ.YD.	SQUARE YARDS	NO. OF ADA HC RAMPS	COST TO REPLACE	TOTAL COST (\$)	TOTAL COST (\$) PER STREET							
CEDARBROOK	\$0.00	ASPHALT	FAIR	\$100	1722		\$172,222	\$172,222	\$182,222							
				TOTAL	1722	2	\$10,000	\$10,000								
GRACELAND	\$0.00	ASPHALT	POOR	\$75	2500		\$187,500	\$187,500								
	\$0.00	ASPHALT	POOR	\$75	1528		\$114,583	\$114,583								
	\$0.00	ASPHALT	POOR	\$75	2278		\$170,833	\$170,833								
	\$0.00	ASPHALT	POOR	\$75	1944		\$145,833	\$145,833								
				TOTAL	8250	14	\$70,000	\$70,000		\$668,750						
								TOTAL				\$870,972				

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

STREET	FROM (WE)	TO (SW)	LENGTH FEET	WIDTH FEET	CONCRETE	ASPHALT	CURB TYPE	ROLL CURB	VERTICAL CONDITION	PERCENT TO REPLACE	LENGTH TO REPLACE	COST TO REPLACE CURB	PAVEMENT TYPE
ARDMORE ARDMORE	HAMMEL FAIR OAKS	FAIR OAKS LOSANTVILLE TOTAL	1,250 400 1,850	30 30	X X	X X	CONCRETE CONCRETE	X X	POOR FAIR	80% 20%	2,000 180	\$70,000.00 \$5,600.00	ASPHALT ASPHALT
BREMONT BREMONT BREMONT BREMONT BREMONT BREMONT	WIEHE STOVER ELBROOK MAYFLOWER GRACELAND HAMMEL FAIR OAKS	STOVER ELBROOK MAYFLOWER GRACELAND HAMMEL FAIR OAKS LOSANTVILLE TOTAL	380 400 350 350 350 1,250 800 3,880	25 25 25 25 25 25 25	X X X X X X X	X X X X X X X	CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE	X X X X X X X	FAIR FAIR FAIR FAIR FAIR FAIR FAIR	20% 20% 20% 20% 20% 20% 20%	152 180 140 140 140 500 320	\$5,320.00 \$5,600.00 \$4,900.00 \$4,900.00 \$4,900.00 \$17,500.00 \$11,200.00	ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT
CANTERBURY(PIEPER WAY) CANTERBURY(PIEPER WAY) CANTERBURY CANTERBURY	ELBROOK MAYFLOWER GRACELAND HAMMEL FAIR OAKS	MAYFLOWER GRACELAND HAMMEL FAIR OAKS ENGLEWOOD TOTAL	350 350 350 1,250 870 3,170	25 25 25 25 25	X X X X X	X X X X X	CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE	X X X X X	FAIR FAIR FAIR GOOD GOOD	20% 20% 20% 10% 10%	140 140 140 250 174	\$4,900.00 \$4,900.00 \$4,900.00 \$8,750.00 \$6,090.00	ASPHALT ASPHALT ASPHALT CONCRETE CONCRETE
CEDARBROOK	LOSANTVILLE	CORP LIMIT TOTAL	620 620	25	X	X	CONCRETE	X	FAIR	25%	310	\$10,850.00	ASPHALT
ELBROOK ELBROOK ELBROOK ELBROOK	NORTH TO CORP LOSANTVILLE BREMONT PIEPER ROSEDALE	LOSANTVILLE BREMONT PIEPER ROSEDALE CORP LIMIT TOTAL	450 900 550 820 700 3,420	35 25 25 25 25	X X X X X	X X X X X	CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE	X X X X X	FAIR FAIR FAIR FAIR FAIR	25% 25% 20% 25% 30%	225 450 220 410 420	\$7,875.00 \$15,750.00 \$7,700.00 \$14,350.00 \$14,700.00	ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT
ENGLEWOOD ENGLEWOOD	LOSANTVILLE CANTERBURY	CANTERBURY END TOTAL	550 550 1,100	24 21	X X	X X	CONCRETE NO CURB	X	GOOD	10%	110 0	\$3,850.00 \$0.00	ASPHALT ASPHALT

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

CURB COST PER LIN FOOT TO REMOVE & REPLACE
PLANING COST PER SQ. YARD \$35.00
TWO (2) INCH OVERLAY \$2.50
PAVING COST PER CUBIC YARD 0.00 CYSY
CONCRETE APRON REMOVE AND REPLACE \$200.00 CY
HANDI CAP RAMP CORNER REMOVE & REPLACE \$50.00 SY
\$5,000.00 EA

STREET	CONDITION	CONCRETE PAVEMENT	COST TO R & R (\$)	SQUARE YARDS	PLANE (SY)	COST TO PLANE (\$)	PAVE (CY)	COST TO PAVE (\$)	NO. OF ADA HC RAMPS	COST TO REPLACE	TOTAL COST (\$)	TOTAL COST (\$) PER STREET
ARDMORE	POOR			4167	4167	\$10,417	231	\$48,298			\$128,713	
ARDMORE	POOR			1333	1333	\$3,333	74	\$14,815	4	\$20,000	\$23,748	\$170,461
BREMONT	FAIR			1058	1058	\$2,639	59	\$11,728			\$19,687	
BREMONT	FAIR			1111	1111	\$2,778	62	\$12,346			\$20,723	
BREMONT	FAIR			972	972	\$2,431	54	\$10,802			\$18,133	
BREMONT	FAIR			972	972	\$2,431	54	\$10,802			\$18,133	
BREMONT	FAIR			972	972	\$2,431	54	\$10,802			\$18,133	
BREMONT	FAIR			3472	3472	\$8,681	193	\$38,580			\$84,761	
BREMONT	FAIR			2222	2222	\$5,556	123	\$24,691	14	\$5,000	\$41,447	\$208,018
CANTERBURY(PIEPER WAY)	POOR			972	972	\$2,431	54	\$10,802			\$18,133	
CANTERBURY(PIEPER WAY)	POOR			972	972	\$2,431	54	\$10,802			\$18,133	
CANTERBURY(PIEPER WAY)	POOR			972	972	\$2,431	54	\$10,802			\$18,133	
CANTERBURY	GOOD	3472		3472	3472	\$8,681	193	\$38,580			\$84,761	
CANTERBURY	GOOD	2417		2417	2417	\$8,042	134	\$28,652	9	\$45,000	\$38,684	\$194,393
CEDARBROOK	FAIR			1722	1722	\$4,308	96	\$19,136	1	\$5,000	\$34,291	\$39,291
ELBROOK	FAIR			1750	1750	\$4,375	97	\$19,444			\$31,684	
ELBROOK	FAIR			2500	2500	\$6,250	139	\$27,778			\$49,778	
ELBROOK	FAIR			1528	1528	\$3,819	85	\$18,975			\$28,495	
ELBROOK	FAIR			2278	2278	\$5,694	127	\$25,309			\$45,353	
ELBROOK	FAIR			1944	1944	\$4,861	108	\$21,605	8	\$30,000	\$41,166	\$228,486
ENGLEWOOD	FAIR			1467	1467	\$3,657	81	\$18,298			\$23,813	
ENGLEWOOD	FAIR			1283	1283	\$3,208	71	\$14,259	2	\$10,000	\$17,488	\$51,281

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

STREET	FROM (N/E)	TO (S/W)	LENGTH FEET	WIDTH FEET	CONCRETE	ASPHALT	CURB TYPE	ROLL CURB	VERTICAL CURB	CONDITION	PERCENT TO REPLACE	LENGTH TO REPLACE	COST TO REPLACE CURB	PAVEMENT TYPE
FAIR OAKS	VERA	LOSANTIVILLE	330	25	X	X	CONCRETE	X	FAIR		20%	132	\$4,620.00	ASPHALT
	LOSANTIVILLE	ARDMORE	270	25	X	X	CONCRETE	X	FAIR		25%	135	\$4,725.00	ASPHALT
	ARDMORE	KELLERMAN	300	25	X	X	CONCRETE	X	FAIR		20%	120	\$4,200.00	ASPHALT
	KELLERMAN	BREMONT	300	25	X	X	CONCRETE	X	FAIR		25%	150	\$5,250.00	ASPHALT
	FAIR OAKS	ST. ALBANS	280	25	X	X	CONCRETE	X	FAIR		25%	140	\$4,900.00	ASPHALT
	FAIR OAKS	CANTERBURY	300	25	X	X	CONCRETE	X	FAIR		20%	120	\$4,200.00	ASPHALT
		TOTAL	1,780											
GRACELAND	LOSANTIVILLE	BREMONT	900	25	X	X	CONCRETE	X	POOR		40%	720	\$25,200.00	ASPHALT
	GRACELAND	PIEPER	550	25	X	X	CONCRETE	X	POOR		30%	330	\$11,550.00	ASPHALT
	GRACELAND	HARMON	820	25	X	X	CONCRETE	X	POOR		10%	164	\$5,740.00	ASPHALT
	GRACELAND	CORP LIMIT	700	25	X	X	CONCRETE	X	POOR		80%	1,120	\$39,200.00	ASPHALT
		TOTAL	2,970											
HAMMEL	LOSANTIVILLE	BREMONT	900	25	X	X	CONCRETE	X	FAIR		20%	360	\$12,600.00	ASPHALT
	HAMMEL	ST. ALBANS	260	25	X	X	CONCRETE	X	POOR		25%	130	\$4,550.00	ASPHALT
	HAMMEL	CANTERBURY	300	25	X	X	CONCRETE	X	POOR		30%	180	\$6,300.00	ASPHALT
	HAMMEL	HARMON	820	25	X	X	CONCRETE	X	POOR		30%	482	\$17,220.00	ASPHALT
	HAMMEL	CORP. LIMIT	700	25	X	X	CONCRETE	X	FAIR		20%	280	\$9,800.00	ASPHALT
		TOTAL	2,980											
KELLERMAN	END	FAIR OAKS	1,000	25	X		CONCRETE	X	FAIR		20%	400	\$14,000.00	ASPHALT
		TOTAL	1,000											
LOSANTIVILLE	CORP. LIMIT	WIEHE	450	31	X	X	CONCRETE	X	GOOD		10%	90	\$3,150.00	ASPHALT
	LOSANTIVILLE	STOVER	400	31	X	X	CONCRETE	X	GOOD		10%	80	\$2,800.00	ASPHALT
	LOSANTIVILLE	ELBROOK	350	31	X	X	CONCRETE	X	GOOD		10%	70	\$2,450.00	ASPHALT
	LOSANTIVILLE	MAYFLOWER	350	31	X	X	CONCRETE	X	GOOD		10%	70	\$2,450.00	ASPHALT
	LOSANTIVILLE	GRACELAND	350	31	X	X	CONCRETE	X	GOOD		10%	70	\$2,450.00	ASPHALT
	LOSANTIVILLE	HAMMEL	350	31	X	X	CONCRETE	X	GOOD		10%	70	\$2,450.00	ASPHALT
	LOSANTIVILLE	FAIR OAKS	1,250	31	X	X	CONCRETE	X	GOOD		10%	250	\$8,750.00	ASPHALT
	LOSANTIVILLE	CEDARBROOK	250	31	X	X	CONCRETE	X	GOOD		10%	50	\$1,750.00	ASPHALT
	LOSANTIVILLE	ARDMORE	350	31	X	X	CONCRETE	X	GOOD		10%	70	\$2,450.00	ASPHALT
	LOSANTIVILLE	ENGLEWOOD	700	31	X	X	CONCRETE	X	GOOD		10%	140	\$4,900.00	ASPHALT
		TOTAL	4,800											
MAYFLOWER	LOSANTIVILLE	BREMONT	900	25	X	X	CONCRETE	X	POOR		50%	900	\$31,500.00	ASPHALT
	MAYFLOWER	PIEPER	550	25	X	X	CONCRETE	X	POOR		80%	880	\$30,800.00	ASPHALT
	MAYFLOWER	HARMON	820	25	X	X	CONCRETE	X	POOR		50%	820	\$28,700.00	ASPHALT
	MAYFLOWER	CORP LIMIT	700	25	X	X	CONCRETE	X	FAIR		25%	350	\$12,250.00	ASPHALT
		TOTAL	2,970											

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

STREET	CONDITION	CONCRETE PAVEMENT	COST TO R & R (\$)	SQUARE YARDS	PLANE (SY)	COST TO PLANE (\$)	PAVE (CY)	COST TO PAVE (\$)	NO. OF ADA HC RAMPS	COST TO REPLACE	TOTAL COST (\$)	TOTAL COST (\$) PER STREET
CURB COST PER LIN FOOT TO REMOVE & REPLACE PLANING COST PER SQ. YARD \$35.00 TWO (2) INCH OVERLAY \$2.50 PAVING COST PER CUBIC YARD 0.00 CY/SY CONCRETE APRON REMOVE AND REPLACE \$200.00 CY HANDI CAP RAMP CORNER REMOVE & REPLACE \$50.00 SY \$5,000.00 EA												
FAIR OAKS	FAIR			917	917	\$2,292	51	\$10,185			\$17,097	
FAIR OAKS	FAIR			750	750	\$1,875	42	\$8,333			\$14,933	
FAIR OAKS	FAIR			833	833	\$2,083	46	\$9,259			\$15,543	
FAIR OAKS	POOR			833	833	\$2,083	48	\$9,259			\$16,593	
FAIR OAKS	POOR			778	778	\$1,944	43	\$8,642			\$15,488	
FAIR OAKS	POOR			833	833	\$2,083	48	\$9,259	11	\$55,000	\$15,543	\$150,194
GRACELAND	POOR			2500	2500	\$6,250	139	\$27,778			\$59,228	
GRACELAND	POOR			1528	1528	\$3,819	85	\$16,975			\$32,345	
GRACELAND	POOR			2278	2278	\$5,694	127	\$25,309			\$38,743	
GRACELAND	POOR			1944	1944	\$4,861	108	\$21,605	7	\$35,000	\$65,668	\$228,982
HAMMEL	FAIR			2500	2500	\$6,250	139	\$27,778			\$46,828	
HAMMEL	FAIR			722	722	\$1,806	40	\$8,025			\$14,380	
HAMMEL	POOR			833	833	\$2,083	46	\$9,259			\$17,843	
HAMMEL	POOR			2278	2278	\$5,694	127	\$25,309			\$48,223	
HAMMEL	POOR			1944	1944	\$4,861	108	\$21,605	9	\$45,000	\$36,266	\$208,140
KELLERMAN	FAIR			2778	2778	\$6,944	154	\$30,864	1	\$5,000	\$51,809	\$56,809
LOSANTVILLE	FAIR			1550	1550	\$3,875	86	\$17,222			\$24,247	
LOSANTVILLE	FAIR			1378	1378	\$3,444	77	\$15,309			\$21,553	
LOSANTVILLE	FAIR			1206	1206	\$3,014	67	\$13,395			\$18,859	
LOSANTVILLE	FAIR			1208	1208	\$3,014	67	\$13,395			\$18,859	
LOSANTVILLE	FAIR			1206	1206	\$3,014	67	\$13,395			\$18,859	
LOSANTVILLE	FAIR			1208	1208	\$3,014	67	\$13,395			\$18,859	
LOSANTVILLE	FAIR			4306	4306	\$10,784	239	\$47,840			\$97,353	
LOSANTVILLE	FAIR			881	881	\$2,153	48	\$9,568			\$13,471	
LOSANTVILLE	FAIR			1206	1206	\$3,014	67	\$13,395			\$18,859	
LOSANTVILLE	FAIR			2411	2411	\$6,028	134	\$26,790	11	\$55,000	\$37,718	\$313,637
MAYFLOWER	POOR			2500	2500	\$6,250	139	\$27,778			\$65,528	
MAYFLOWER	POOR			1528	1528	\$3,819	85	\$16,975			\$51,585	
MAYFLOWER	POOR			2278	2278	\$5,694	127	\$25,309			\$59,703	
MAYFLOWER	POOR			1944	1944	\$4,861	108	\$21,605	7	\$35,000	\$38,716	\$250,542

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

STREET	FROM (N/E)	TO (S/W)	LENGTH FEET	WIDTH FEET	CONCRETE	ASPHALT	CURB TYPE	ROLL CURB	VERTICAL CONDITION CURB	PERCENT TO REPLACE	LENGTH TO REPLACE	COST TO REPLACE CURB	PAVEMENT TYPE
RIDGE ACRES RIDGE ACRES	END HARMON	HARMON CORP LIMIT TOTAL	330 700 1,030	25 25	X X		CONCRETE CONCRETE	X X	FAIR FAIR	20% 20%	132 280	\$4,620.00 \$9,800.00	ASPHALT ASPHALT
ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON)	WIEHE STOVER ELBROOK MAYFLOWER GRACELAND HAMMEL YOSEMITE	STOVER ELBROOK MAYFLOWER GRACELAND HAMMEL YOSEMITE RIDGE ACRES TOTAL	350 350 350 350 350 350 300 2,400	25 25 25 25 25 25 25	X X X X X X X	X X X X X X	CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE	X X X X X X X	FAIR FAIR FAIR FAIR FAIR FAIR GOOD	25% 25% 20% 20% 20% 25% 10%	175 175 140 140 140 175 60	\$8,125.00 \$6,125.00 \$4,900.00 \$4,900.00 \$4,900.00 \$6,125.00 \$2,100.00	ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT ASPHALT
SERVICE DRIVE	ELBROOK	END TOTAL	1,550 1,550	16		X	NO CURB				0	\$0.00	ASPHALT
ST. ALBANS ST. ALBANS	HAMMEL FAIR OAKS	FAIR OAKS ENGLEWOOD TOTAL	1,220 850 2,070	25 25	X X	X X	CONCRETE CONCRETE	X X	FAIR FAIR	20% 20%	488 340	\$17,080.00 \$11,900.00	ASPHALT ASPHALT
STOVER STOVER STOVER	LOSANTIVILLE BREMONT ROSEDALE	BREMONT ROSEDALE END OF STREET TOTAL	800 1,370 300 2,570	25 25 25	X X X	X X X	CONCRETE CONCRETE CONCRETE	X X X	FAIR POOR POOR	60% 40% 30%	1,080 1,098 180	\$37,800.00 \$38,360.00 \$6,300.00	ASPHALT ASPHALT ASPHALT
VERA VERA	ELBROOK EAST TO END	FAIR OAKS FAIR OAKS TOTAL	2,250 800 3,050	25 25	X X	X X	CONCRETE CONCRETE	X X	POOR FAIR	40% 20%	1,800 320	\$63,000.00 \$11,200.00	ASPHALT ASPHALT
WIEHE WIEHE WIEHE WIEHE	NORTH TO CORP LOSANTIVILLE BREMONT ROSEDALE	LOSANTIVILLE BREMONT ROSEDALE CORP LIMIT TOTAL	450 800 1,400 700 3,450	30.5 37 37 37	X X X X	X X X X	CONCRETE CONCRETE CONCRETE CONCRETE	X X X X	FAIR FAIR FAIR FAIR	40% 60% 60% 60%	360 1,080 1,680 840	\$12,600.00 \$37,800.00 \$58,800.00 \$28,400.00	ASPHALT ASPHALT ASPHALT ASPHALT

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

CURB COST PER LIN FOOT TO REMOVE & REPLACE
PLANING COST PER SQ. YARD \$35.00
TWO (2) INCH OVERLAY \$2.50
PAVING COST PER CUBIC YARD 0.00 CY/SY
CONCRETE APRON REMOVE AND REPLACE \$200.00 CY
HANDI CAP RAMP CORNER REMOVE & REPLACE \$50.00 SY
\$5,000.00 EA

STREET	CONDITION	CONCRETE PAVEMENT	COST TO R & R (\$)	SQUARE YARDS	PLANE (SY)	COST TO PLANE (\$)	PAVE (CY)	COST TO PAVE (\$)	NO. OF ADA HC RAMPS	COST TO REPLACE	TOTAL COST (\$)	TOTAL COST (\$) PER STREET
RIDGE ACRES RIDGE ACRES	POOR POOR			817 1844	917 1844	\$2,292 \$4,661	51 108	\$10,185 \$21,695	2	\$10,000	\$17,087 \$36,268 \$10,000	\$63,363
ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON) ROSEDALE (HARMON)	POOR POOR POOR POOR POOR POOR FAIR			972 972 972 972 972 972 833	972 972 972 972 972 972 833	\$2,431 \$2,431 \$2,431 \$2,431 \$2,431 \$2,431 \$2,083	54 54 54 54 54 54 46	\$10,802 \$10,802 \$10,802 \$10,802 \$10,802 \$10,802 \$8,259	15	\$75,000	\$18,358 \$19,358 \$18,133 \$18,133 \$18,133 \$18,133 \$19,358 \$13,443 \$75,000	\$200,916
SERVICE DRIVE	FAIR			2756	2756	\$8,889	153	\$30,617	0	\$0	\$37,505 \$0	\$37,506
ST. ALBANS ST. ALBANS	FAIR FAIR			3389 2361	3389 2361	\$8,472 \$5,903	188 131	\$37,654 \$26,235	4	\$20,000	\$63,207 \$44,037 \$20,000	\$127,244
STOVER STOVER STOVER	POOR POOR POOR			2500 3808 833	2500 3808 833	\$6,250 \$8,514 \$2,083	139 211 46	\$27,778 \$42,264 \$9,259	5	\$25,000	\$71,828 \$80,158 \$17,843 \$25,000	\$204,628
VERA VERA	GOOD GOOD			6250 2222	6250 2222	\$15,625 \$5,558	347 123	\$69,444 \$24,691	4	\$20,000	\$148,069 \$41,447 \$20,000	\$208,516
WIEHE WIEHE WIEHE WIEHE	FAIR/POOR FAIR FAIR FAIR			1525 3700 5756 2878	1525 3700 5756 2878	\$3,813 \$8,250 \$14,389 \$7,194	85 208 320 180	\$16,944 \$41,111 \$63,951 \$31,975	4	\$20,000	\$33,357 \$88,161 \$137,140 \$68,570 \$20,000	\$347,227

J. T. KING & CO. INC.
CIVIL ENGINEERS
CINCINNATI, OHIO

7 OF 8
7/24/2008
8:40 AM

VILLAGE OF GOLF MANOR
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

STREET	FROM (NE)	TO (SW)	LENGTH FEET	WIDTH CONCRETE FEET	ASPHALT	CURB TYPE	ROLL CURB	VERTICAL CONDITION CURB	PERCENT TO REPLACE	LENGTH TO REPLACE	COST TO REPLACE CURB	PAVEMENT TYPE
YOSEMITE	END	HARMON	330	25	X	CONCRETE	X	FAIR	25%	165	\$5,775.00	ASPHALT
YOSEMITE	HARMON	CORP LIMIT	700	25	X	CONCRETE	X	FAIR	25%	350	\$12,250.00	ASPHALT
		TOTAL	1,030									
		TOTAL	47,490 FEET							15,106	\$528,710	
			8.894 MILES									

VILLAGE OF GOLF MANOR -
STREET INVENTORY

DETAILED STREET INVENTORY 2006

VILLAGE OF GOLF MANOR

CURB COST PER LIN FOOT TO REMOVE & REPLACE \$35.00
PLANING COST PER SQ. YARD \$2.50
TWO (2) INCH OVERLAY 0.00 CY/SY
PAVING COST PER CUBIC YARD \$200.00 CY
CONCRETE APRON REMOVE AND REPLACE \$50.00 SY
HANDI CAP RAMP CORNER REMOVE & REPLACE \$5,000.00 EA

STREET	CONDITION	CONCRETE PAVEMENT	COST TO R & R (\$)	SQUARE YARDS	PLANE (SY)	COST TO PLANE (\$)	PAVE (CY)	COST TO PAVE (\$)	NO. OF ADA HC RAMPS	COST TO REPLACE	TOTAL COST (\$)	TOTAL COST (\$) PER STREET
YOSEMITE	FAIR			917	917	\$2,292	51	\$10,185			\$18,252	
YOSEMITE	POOR			1944	1944	\$4,861	108	\$21,605			\$38,716	
								TOTAL	2	\$10,000	\$10,000	\$86,968
									118	\$525,000	\$3,353,602	\$3,353,602
			0	75,147.22		\$167,868	4,174.85	\$ 834,969		\$525,000	\$3,353,602	\$3,353,602

SUMMARY

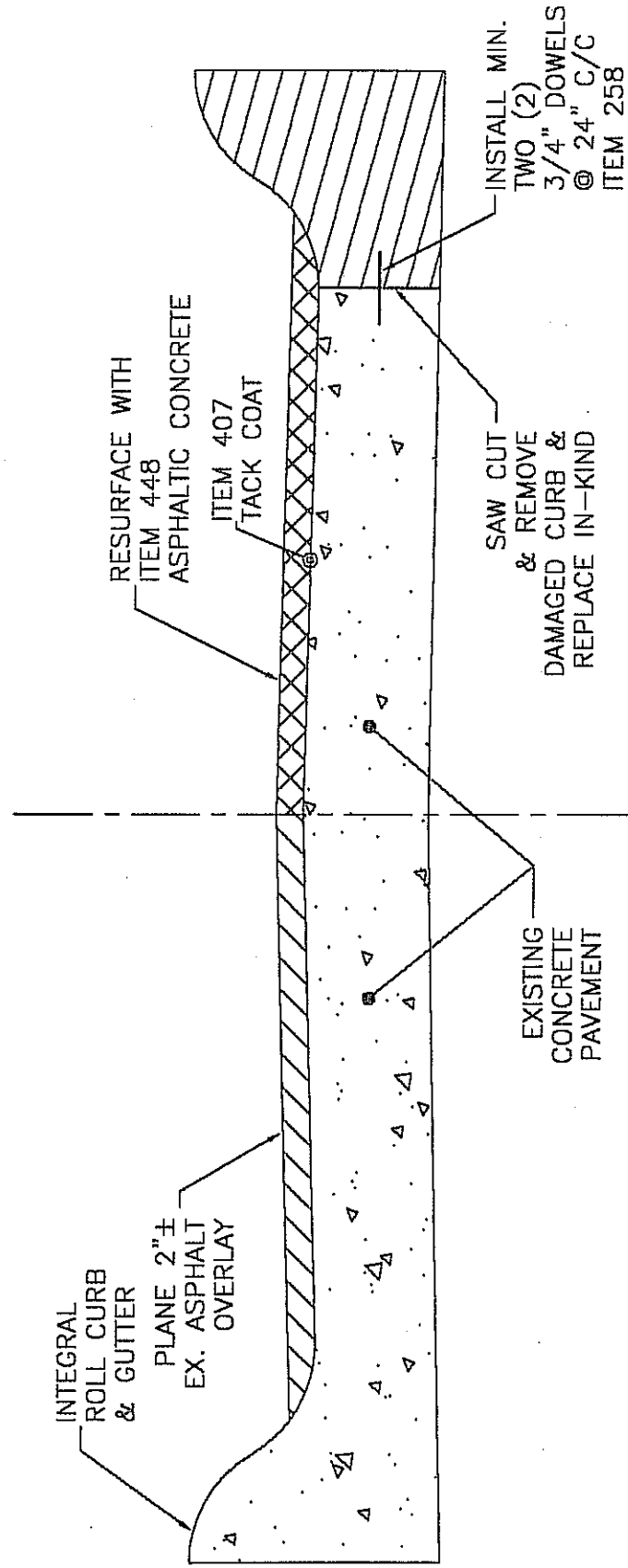
CURB REPLACEMENT COST	\$528,710
CONCRETE PAVEMENT REPLACEMENT	\$0
PLANING COST	\$167,868
PAVING COST	\$834,969
SUBTOTAL	\$1,551,547
20% CONTINGENCIES	\$310,309
TOTAL	\$1,861,857

NOTE: THESE COSTS DO NOT INCLUDE ANY STORM SEWER REPLACEMENT COST, NOR DRIVEWAY APRONS

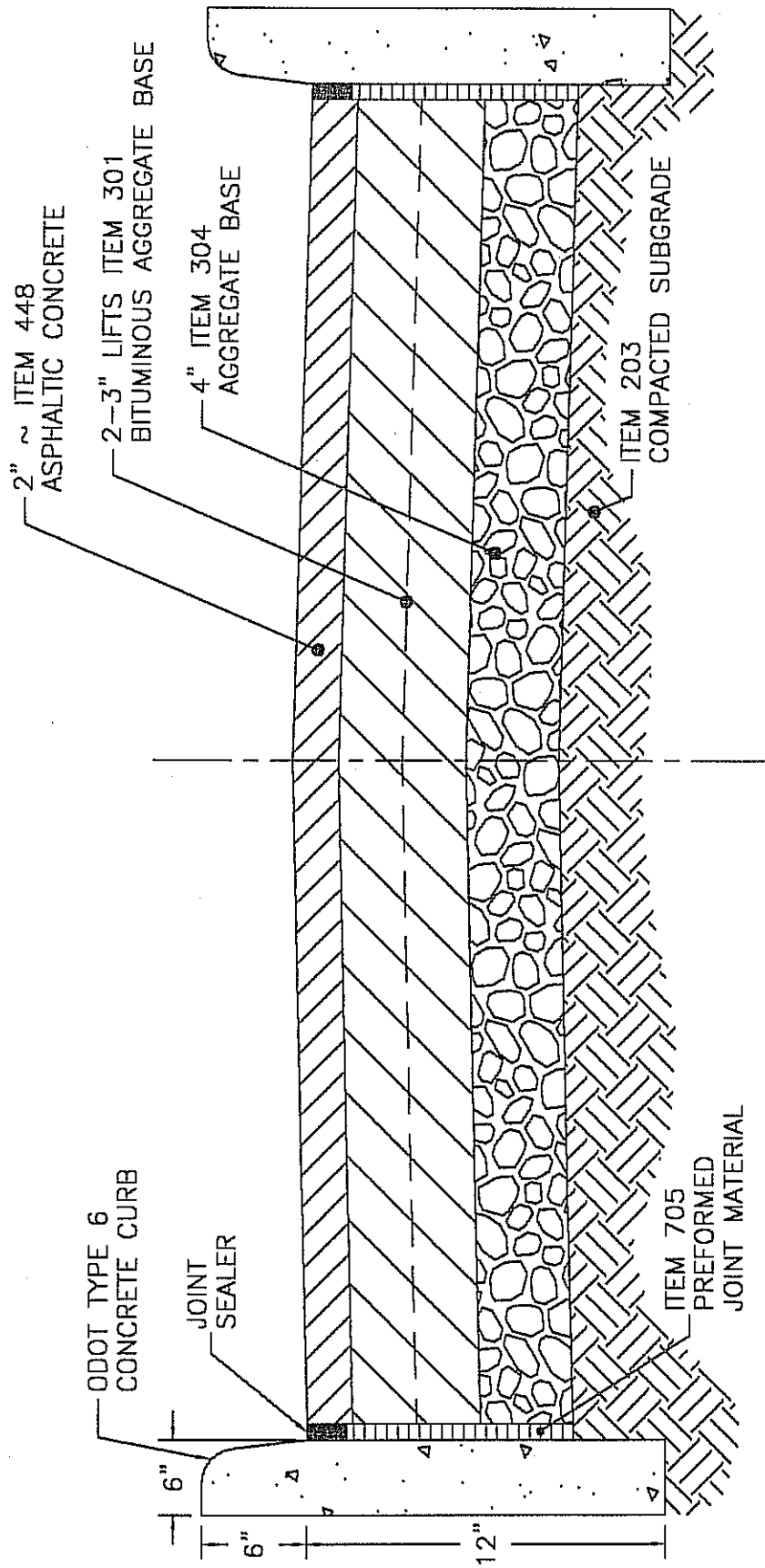
THE CONCRETE CURB REPLACEMENT COSTS REFLECT TODAY'S CONDITIONS-FUTURE REPLACEMENT LENGTHS WILL BE SUBSTANTIALLY MORE.

EXISTING

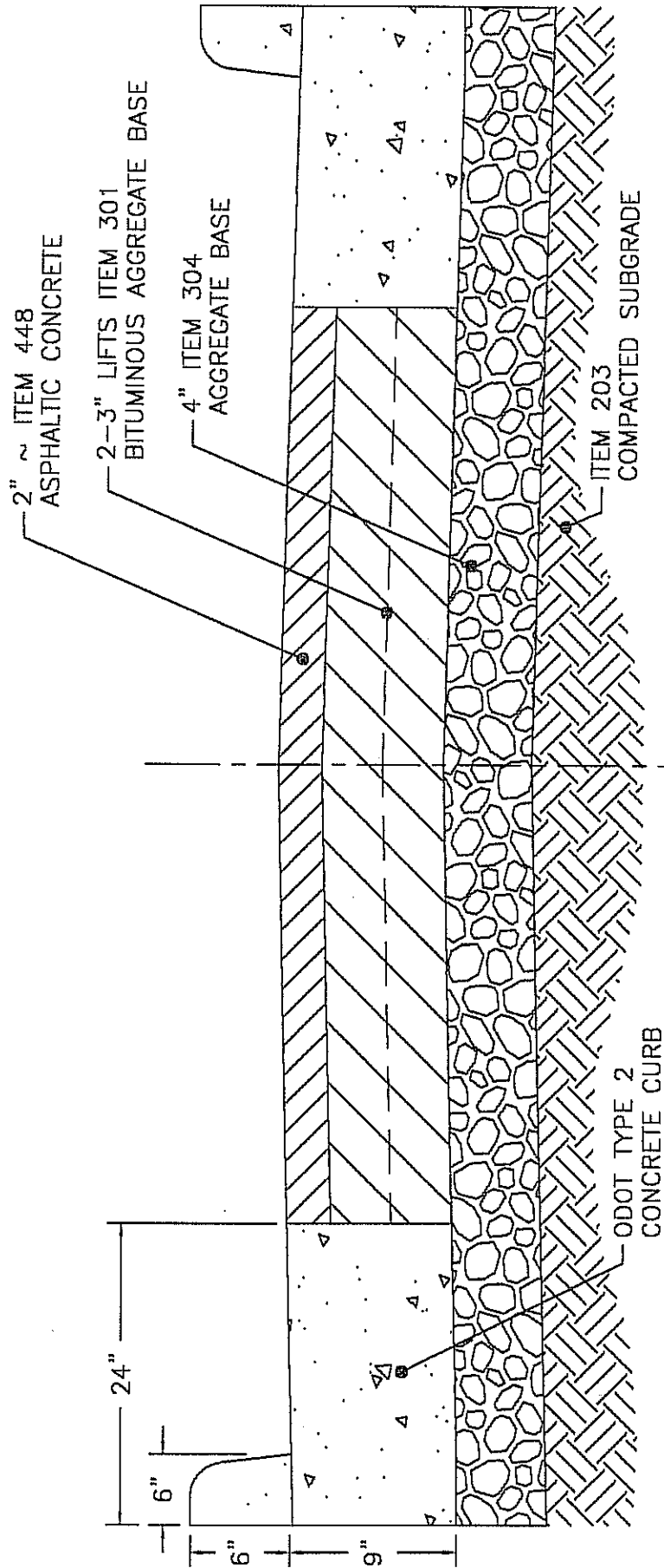
RESURFACING



TYPICAL SECTION
PLANING & RESURFACING



TYPICAL SECTION
FULL DEPTH PAVEMENT RECONSTRUCTION
TYPE 6 CURB



TYPICAL SECTION
FULL DEPTH PAVEMENT RECONSTRUCTION
TYPE 2 CURB

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

See Attached Sheet

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See Attached Sheet

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

Item 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

The current condition of the entire length of Graceland Avenue is severely deteriorated due to the many years that the City Bus traffic utilized this street. Entire concrete blocks are destroyed, potholes have been patched and repatched numerous times. Remedial full depth repairs have been made for certain areas of the street that have become unusable.

This street has been used as a City Bus Route since it is in the middle of the Village. Due to the severe pavement deterioration this bus route was relocated to Wiehe Road.

The concrete pavement with integral curb and gutter was constructed approximately 60 years ago. The entire length of street was paved with a surface course of asphalt and geotextile in 1982.

Homeowners along Graceland have filed complaints with the Village regarding the jarring vibrations in their houses due to vehicles running over the bumps and potholes.

Item 2) How important is the project to the safety of the Public and the citizens of the District and or/service area?

This project is critical to the safety of the traveling public. Extreme maintenance effort will be required during the winter of 2006/2007 to keep this road open to the traveling public – both homeowners and through traffic.

Reconstruction of this street is of paramount importance to the Village. A bond levy for road improvements was passed this past spring. Graceland Avenue is the highest priority project.

Moving the city bus route to Wiehe Road from Graceland Avenue increased the maximum walkers distance to a bus stop to 3600 feet from 1500 feet. Graceland is a center spine for the Village.

Item 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Graceland Avenue
Priority 2 and no others
Priority 3 _____
Priority 4 _____
Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Street assessment levy passed in Spring of 2006 to fund street
reconstruction and repair.

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

Reconstruction of Graceland will enhance the value of the houses on
the street and help to stabilize the value of houses in the community.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, September 1, 2006 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

None

- 9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

This project will maintain the ~~current~~ serviceability or the street

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months One Month

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. Four ⁴ Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The reconstruction of Graceland Avenue will have a positive impact on both inter community travel, Cincinnati-Golf Manor-Amberly Village and intra community travel

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions; and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1818 X 1.20 = 2182 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Street & Drainage Repairs & improvements

Facility Users Fee _____ Specify type passed Spring of 2006

Dedicated Tax _____ Specify type 8 mil for 10 years

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008**

NAME OF APPLICANT: Golf Manor

NAME OF PROJECT: Graceland Ave

RATING TEAM: 1

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 – Less than 10%
 - 9 – 10% to 19.99%
 - 8 – 20% to 29.99%
 - 7 – 30% to 39.99%
 - 6 – 40% to 49.99%
 - 5 – 50% to 59.99%
 - 4 – 60% to 69.99%
 - 3 – 70% to 79.99%
 - 2 – 80% to 89.99%
 - 1 – 90% to 95%
 - 0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation
 To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- 10 – The project will directly secure new employment
 - 5 – The project will permit more development
 - 0 – The project will not impact development

Appeal Score

Criterion 6 – Economic Growth
 Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.
Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - **LOCAL**
- 10 - This project is a loan or credit enhancement
 - 10 – 50% or higher
 - 8 – 40% to 49.99%
 - 6 – 30% to 39.99%
 - 4 – 20% to 29.99%
 - 2 – 10% to 19.99%
 - 0 – Less than 10%

List total percentage of “Local” funds 45 %

Criterion 7 – Matching Funds – Local
 The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8)

Matching Funds – OTHER

List total percentage of “Other” funds 10 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>MRF</u>	<u>10</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9)

Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19

3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19

0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.